Australian MODEL RAILWAY Magazine

$2.20

APRIL, 1985. ISSUE 131. Vol.12. No.2

IN THIS ISSUE:

MT WILSON

HEAVY HARRY
VR's H Class

X200 Class
in Colour

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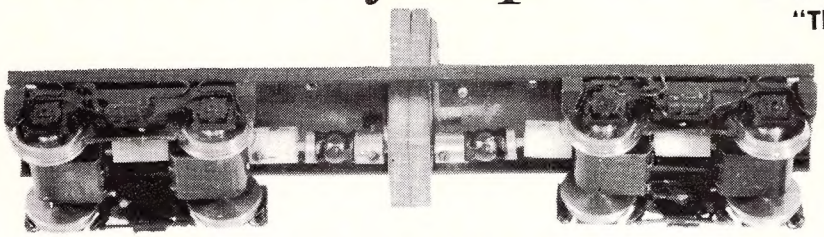

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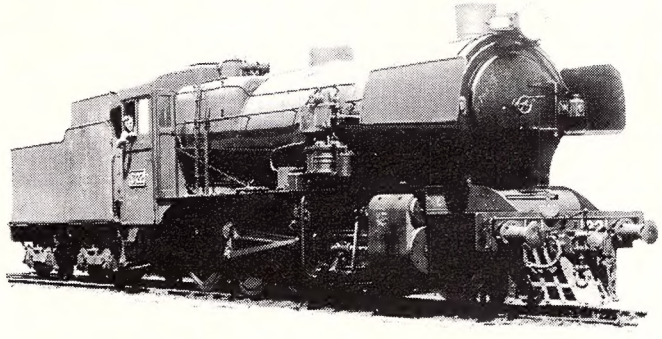

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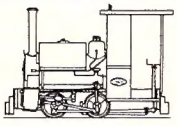

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AUCKLAND NEW ZEALAND

VR 'F' CLASS DIESEL

This model will now be shipped from New Zealand late March or early April. Despite the delay the price will remain unchanged at $295.00. The 'F' will feature:-

* 'Three point suspension' equalisation.
* A 16mm dia., 33mm long Sagami motor.
* Brass Flywheel.
* Etched, stamped and punched chasis and cab.
* Many 'lost wax' brass castings.
* Highly detailed white metal castings on the hood.
* North Yard wheels and gears.
* Enough room to install a Zero One module.

The model will be painted and decalled. A set of number boards will be included. The order book is filling rapidly - don't delay.

VR 'ZLP' GUARDS VAN

Only a very small number of these models remain in stock. The ZLP is of etched and punched brass construction with many fine 'lost wax' brass castings. Decals are included and the model is painted and ready-to-run. The price is still $97.50.

BRASS BOGIES

Our range of brass bogies continues to expand and is listed below with some suggested applications. (We are indebted to Steve Bucton for most of the prototype and model information). All Model Company bogies are brass castings and are assembled and painted with a black etch primer. Mounting screws and springs are included. All bogie types are $16.50 a pair. More bogie types are in preparation.

BOGIE TYPE	KIT PRODUCER	KIT NUMBER	CODINGS
ZLP VAN	BGB	BK43	VP/VLPY
	*	**	ZLP/VVEP Van
	*	**	CP/VVCP Van
	*	**	BP/VBPY/D/DH Pass. Vans
	*	**	PH Power Van
C VAN	BGM	T Van	TP (T Van Variation)
	*	**	C CA/VVAP Vans
ZF	BGB	BK10 BK11	VF/VLBY
	BGB	BK13	BLF/VBBY
	BGB	BK18	ZF/VVDY
	BGB	BK21	BMF/VBAY
AK/BKL	BGB	BK48	SAR 500/VR AK Pass.
	*	**	SAR 600/VR BKL Pass.

(The ZF bogie will be released early May).

All MODEL COMPANY products are available from the following shops:-
The Buffer Stop (McBees) Trainworld The Engine Shed Branchline Hobbycraft Hobbyline Box Car Hobbies Morwell Electronics Casula
or direct from the importer:-

TYREN DISTRIBUTORS PTY LTD P.O. Box 144 Coburg Vic. 3058
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Dealer enquiries for any Model Company products are welcome and should be made to the address above.

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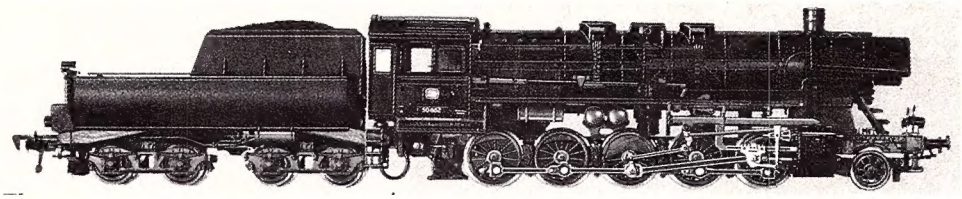

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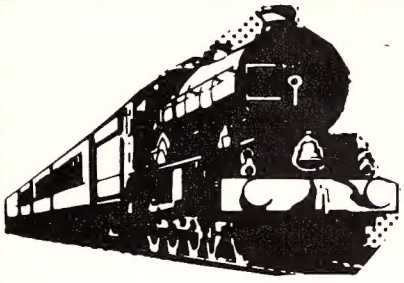

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NSWR CCX bogie coil steel wagon	10.50
Any 5 BDX/CCX Assorted	50.00
Above kits incl. decals & bogies	
NSWR GLV/GLX bogie box car	4.70
5 GLV/GLX	22.50
NSWR BCH bogie coal hopper	5.80
5 BCH kits	27.50
Above kits require bogies & couplers	
GLV/GLX also requires decals	
NSWR FWH bogie wheat hopper	10.50
NSWR MLE bogie flat wagon	10.50
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V NSWR LCH 4 wheel coal hopper	5.25
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NSWR MBC bogie box car m/board	5.95
NSWR RU 4 wheel wheat hopper	5.75
NSWR K 4 wheel open wagon	5.75
NSWR RSH 4 wheel rutile hopper	6.00
NSWR CCH 4 wheel coal hopper	6.00
All above kits req. wheels or bogies & decals	
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NSWR K 4 wheel open wagon — modern	8.95
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CAMCO	
NSWR CW 4 wheel cattle wagon	8.25
NSWR GSV 4 wheel sheep van	8.25
Any 5 of above assorted	40.00
Each kit include wheels & decals	
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VR T 4 wheel reefer w/wheels	7.40
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VR I 4 wheel wagon w/wheels due	6.80
VR M 4 wheel cattle wagon w/wheels	7.70
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NSWR BSV bogie sheep van	10.20
Any 5 of above assorted	47.50
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Indian Pacific power car	11.85
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Any 5 of above assorted	55.00
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NSWR MFE 2nd Cl coach	12.15
NSWR TAM sleeping car	12.15
Any 5 of above assorted	57.50

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NSWR MHO bogie van	19.95
NSWR JHG bogie van	19.95
LIMA	
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TRAX	$ c
NSWR 48 Cl Diesel	64.95
SAR 830 Cl Diesel	64.95
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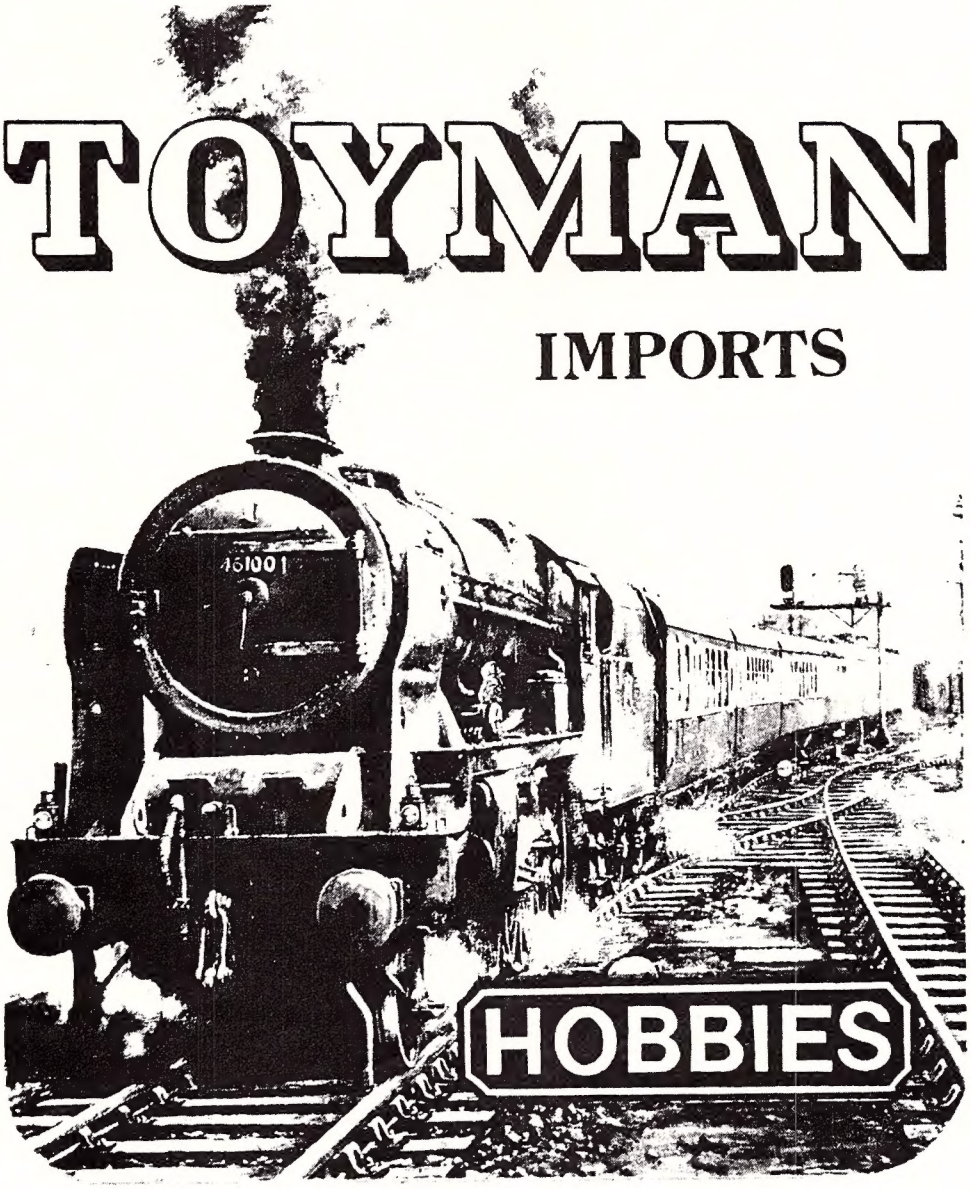

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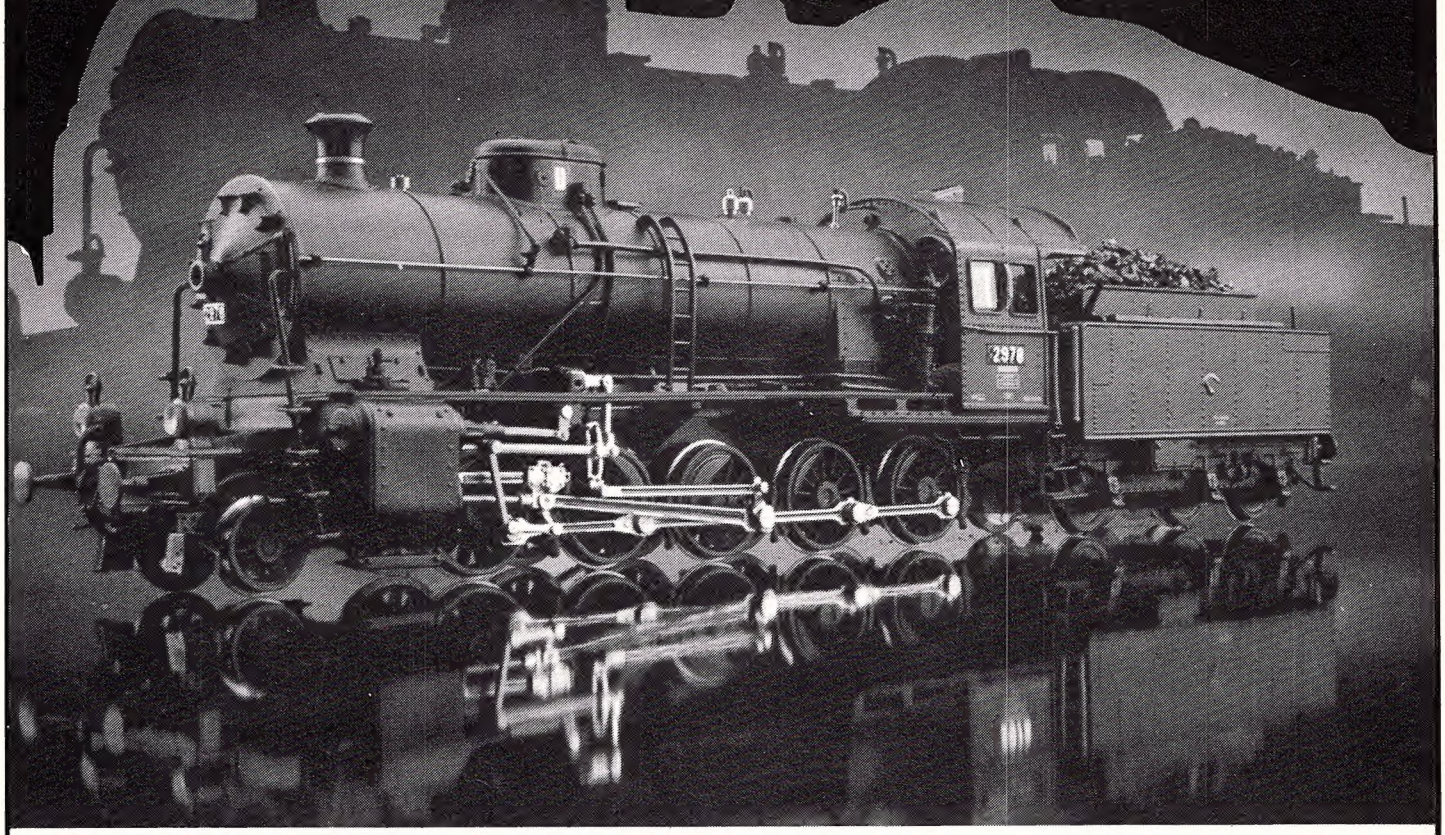

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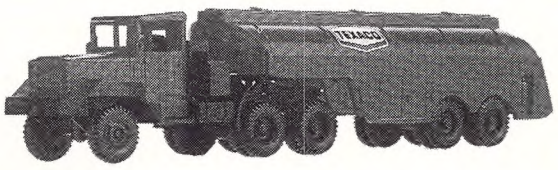

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BOWEN HILLS — QUEENSLAND. May 4 — 6, 1985 at the Horticulture Pavilion, R.N.A. Grounds, Bowen Hills. Admission $1.50/50c. Organised by the Queensland Branch of the Australian Model Railway Association.

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CROYDON — VICTORIA. May 18, 19 1985 at the Croydon High School, Croydon Rd., Croydon. Open 10am-9pm (Sat), 10am-6pm (Sun). Admission $2/$1, $5 Fam. Organised by the Croydon Model Railway Club. Further details (03) 725 5352.

CASTLE HILL — N.S.W. July 20, 21 at Castle Hill Community Centre, Old Northern Rd., Castle Hill. Open 9am-5pm. Admission $2/50c, $5 Family. Co- organised by the Hills Model Railway Society and 4th Castle Hill Scout group.

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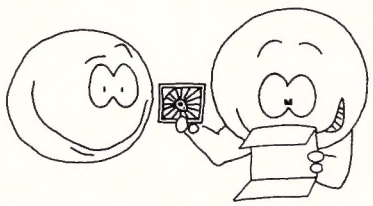

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Membership entitles you to participate in the activities of the Association, to receive AMRM and our regular newsheet Booster. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

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New South Wales
April 13 — Running Session at Moorebank.
May 11 — Demonstration of lost wax casting.
June 15 — Scenery workshop/clinic.

Victoria
April 13 — Train spotting trip.
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June 8 — Layout visit and slides of Canada.

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Australian
Model Railway Magazine

COMMENT

Compromise

Compromise — what a word! To the politician, it's a way of life; to the railway modeller, a controversy.

Which brings me to my point. In a recent feasibility study, production of certain items of Australian prototype were proposed together with decals to complete the models. Unfortunately these particular decals would require a nine pass printing process because of the complexity of the prototype, and an estimation of price would be in the vicinity of fifteen to twenty dollars per vehicle. Herein lies the problem. Most of the modellers approached would not pay this price — nor would they accept anything less than the nine colours of the prototype.

While I do not advocate re-paints and other similar coarse methods of commercially producing Australian models, I do believe that each and every model is a compromise between an exact scale model, the availability and fragility of materials and the mind's conception of the prototype compared to the model.

I believe, some items could be made slightly less than perfect. This would enable the manufacturer to supply at a practical price and still leave room for the pedantic modeller to employ their artistic abilities.

Compromise — Is it such a dirty word?

Roger Johnson.

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The Locked Room

When I was smaller and I lived at a place called Blacktown, there was one thing that had me boggled; The locked door at the back of the garage. Unfortunately a brick fence was in the way and I could not open the gate.

Every so often Dad would say after tea to Mum *"if you want me I'll be in the 'dog house'."* which was the locked room. We never had a dog, just a cat. It died when I was two years old.

On my fourth birthday Dad took me into the locked back room! It was full of small trains, houses, shops tiny animals, cars, people and trees! It was the most exciting moment in my life, since my brother was born.

My enthusiasm for railroading hasn't run out of puff, in fact I have a raging fire in the smokebox (my head). I don't like to blow the whistle on Mum but her temper has gone into smoke a few times; however, her sanity is not off the rails yet??? Dad and I love train locomotive kitbashing although mine is not quite up to scratch. I love this hobby even if my friends think I am a little loco.

John P. Ryan.

Ten year old John wrote the above, originally titled 'The Locked Room Dad Disappeared Into', as a composition for school.

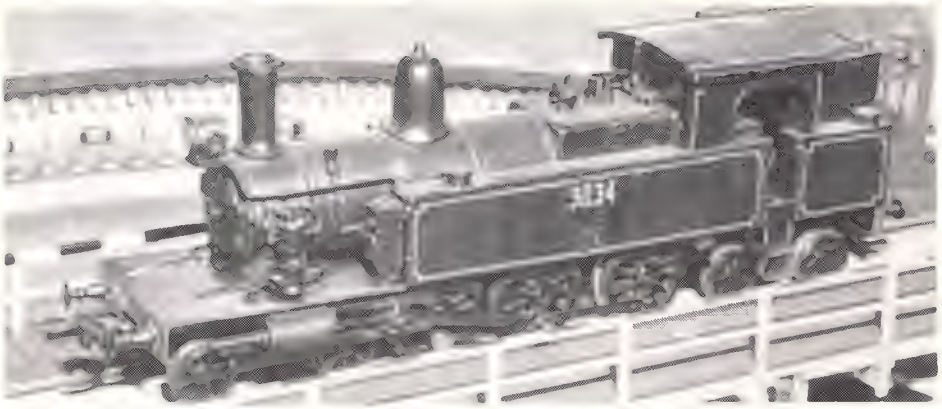
ON THE COVER

The normal duties of a rail tractor is moving heavily laden goods wagons around freight yards, but sometimes they were used for other duties. Pictured on the cover is X202 hauling a New South Wales Rail Transport Museum special over Town Bridge at Yass on 11.12.1966. Photograph by Graham Ball.

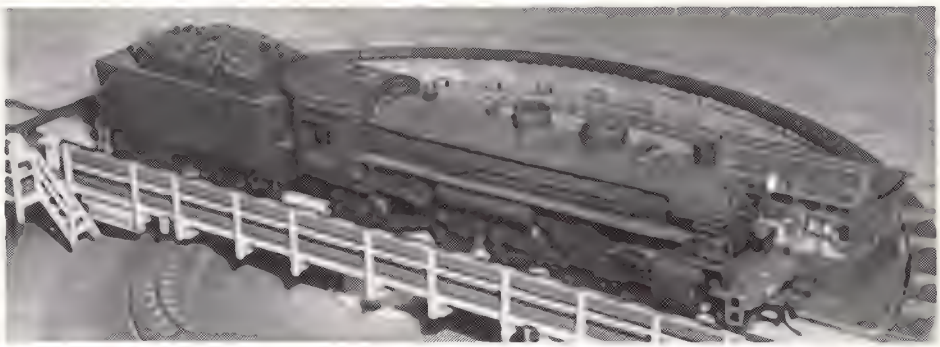
Bylong — the station scene of the layout that was given high acclaim on the Sydney exhibition circuit. Ray Pilgrim has now incorporated the main scene into his layout at home and it is the backdrop for this photo where the CPH waits for the 'right-of-way' at Bylong while the standard goods waits in the stock siding. The CPH, is a Berg's import, and was detailed and painted by Ian Dunn. Photograph by Jack Parker.

This issue of **PAGE TWELVE** presents some more models from John McKenzie, who is a prolific scratchbuilder/kitbasher of NSWR locomotives and rolling stock. Page Twelve of the June 1983 issue of AMRM also featured some of John's models.

Photographs by Graham Ball.

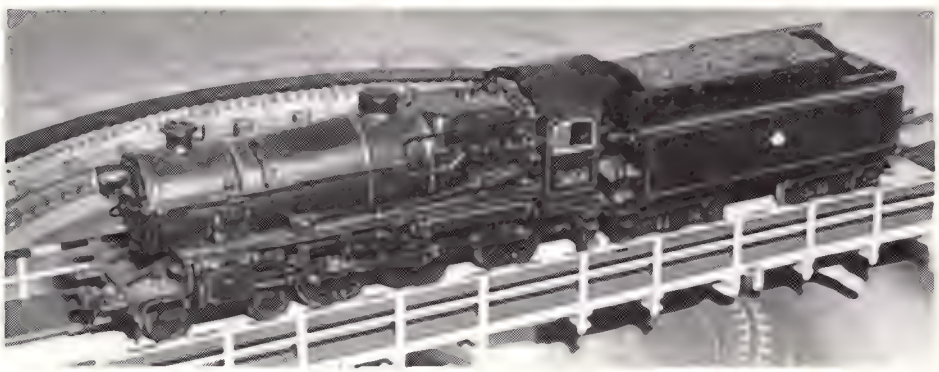


3034 is a Protype body kit suitably modified with a scratchbuilt chassis, utilising Romford wheels and 30:1 gears with an Anchoridge D13 balanced five pole motor.

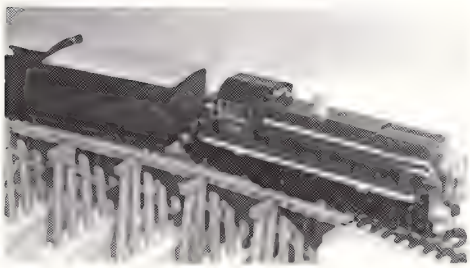


5915 is a rebuilt Jouef 141R which has a scratchbuilt cab and chimney with the domes cut and raised in height. The tender was shortened and the result is a model which looks the part but is about 10% too long for a scale model.

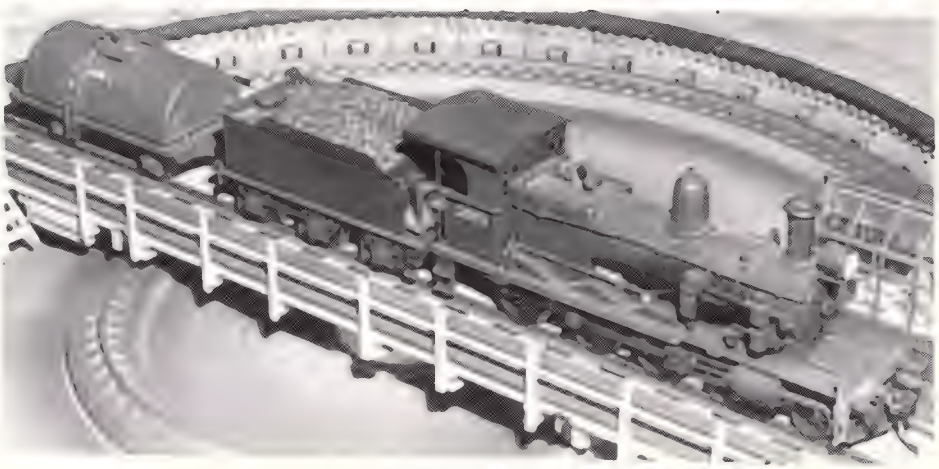
3801 is a Lima model which has been worked over with a Workshop 5 streamlining kit and tender. Tyco cylinders and valve gear were fitted to give a more realistic appearance.



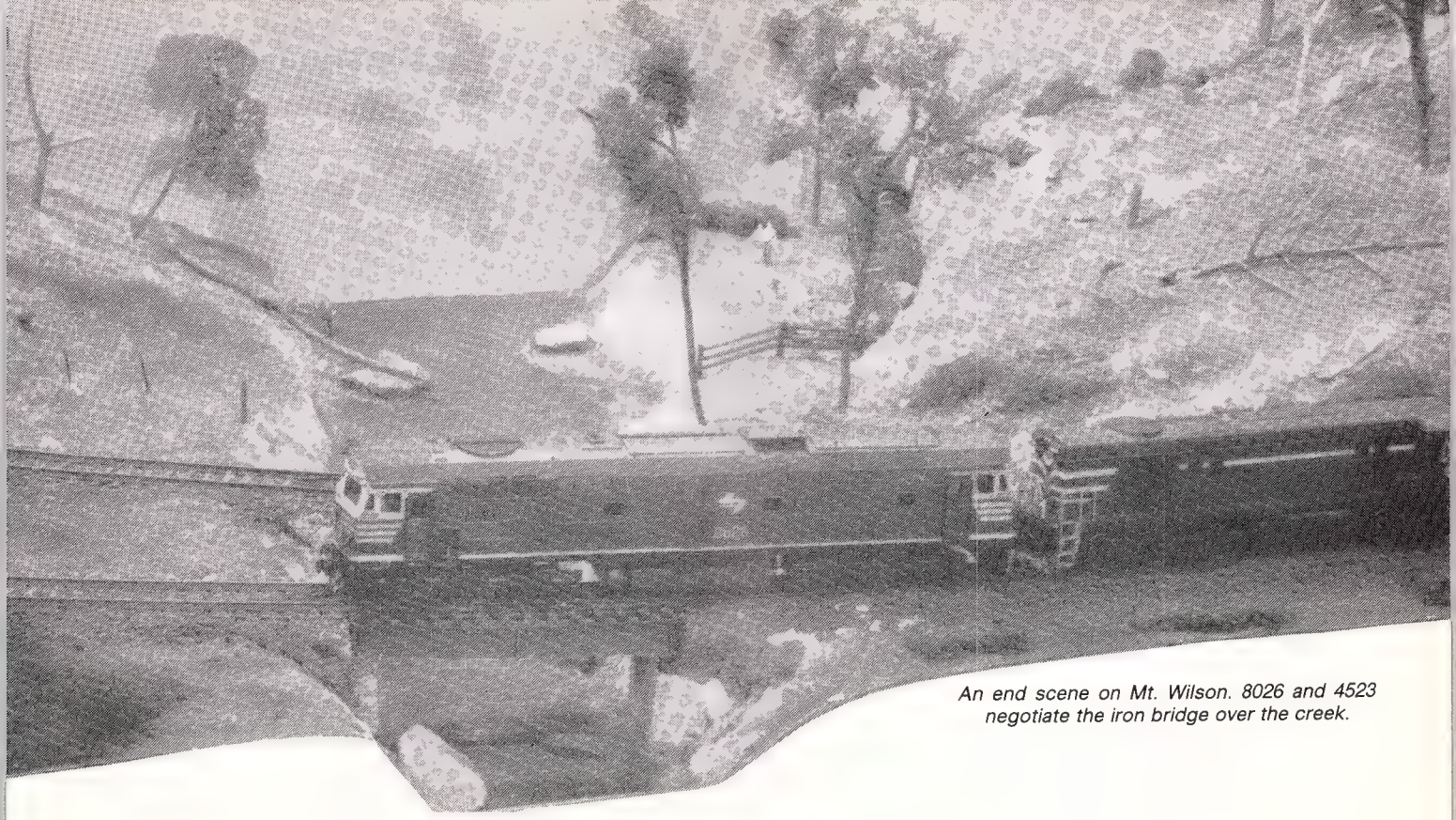
3654 is a Protype kit which has been fitted with a scratchbuilt chassis using Romford driving wheels and 30: gears with an ECM motor. A new chimney and dome were turned and fitted and the cab roof is fabricated to raise it to correct height. Valve gear consists of Tyco slidebars and crossheads, and Eames etched valve gear for L.N.E.R. locomotives obtained from England.



7322 is a brass model, while the van is a South African model by Lima with a lookout from a Hornby Z van fitted to the roof (a leftover part when two Z vans were used to make a C van). The trestle bridge is a Campbell kit from the United States.



3080 has a chassis similar to 3034. The boiler, chimney, etc., are Protype castings, the cab is scratchbuilt and the tender is a brass import. The water jin was scratchbuilt from styrene on a PMH S truck underframe.



An end scene on Mt. Wilson. 8026 and 4523 negotiate the iron bridge over the creek.

MT WILSON

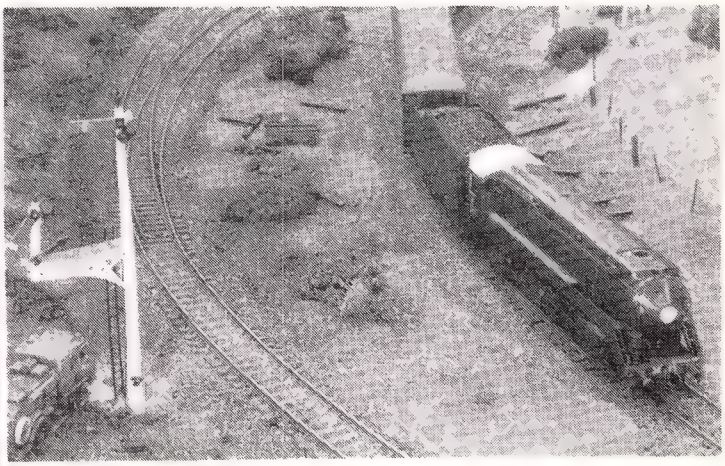
by Trevor Moore

The track plan for Mt Wilson is based loosely on that used by the Railways for Bell. We reasoned that if it works for the Railways then it might work for us. The track plan for Bell in the Blue Mountains, west of Sydney, was selectively compressed and a hidden fiddle yard and a coal mine added. Compression of a track plan will alter its characteristics slightly and this must be watched. When the original station at Bell was brought into use in 1875 it was called Mt Wilson, hence the layout's name. The scenery was freelanced to our own ideas.

This was the first exhibition layout built by the Epping Model Railway Club and we have learned many things for our next layout. The layout was divided into four baseboards, each 2.4m x 60cm. With L girder construction, a rigid frame for transportation is achieved. The deck of the baseboard is 18mm Pineboard and the L girder is made of 75mm x 25mm and 50mm x 25mm maple DAR timber as per Fig.1. Two sections were cut out of the pyneboard for two rivers. The rest of the scenery was built up above base level using expanded polystyrene foam for the base. This design is good and allows flexibility in position of track and features and would be suitable for permanent layouts. However, it is too heavy (without any extra strength) for a portable or exhibition layout. Our next layout is being constructed using structural grade plywood techniques.

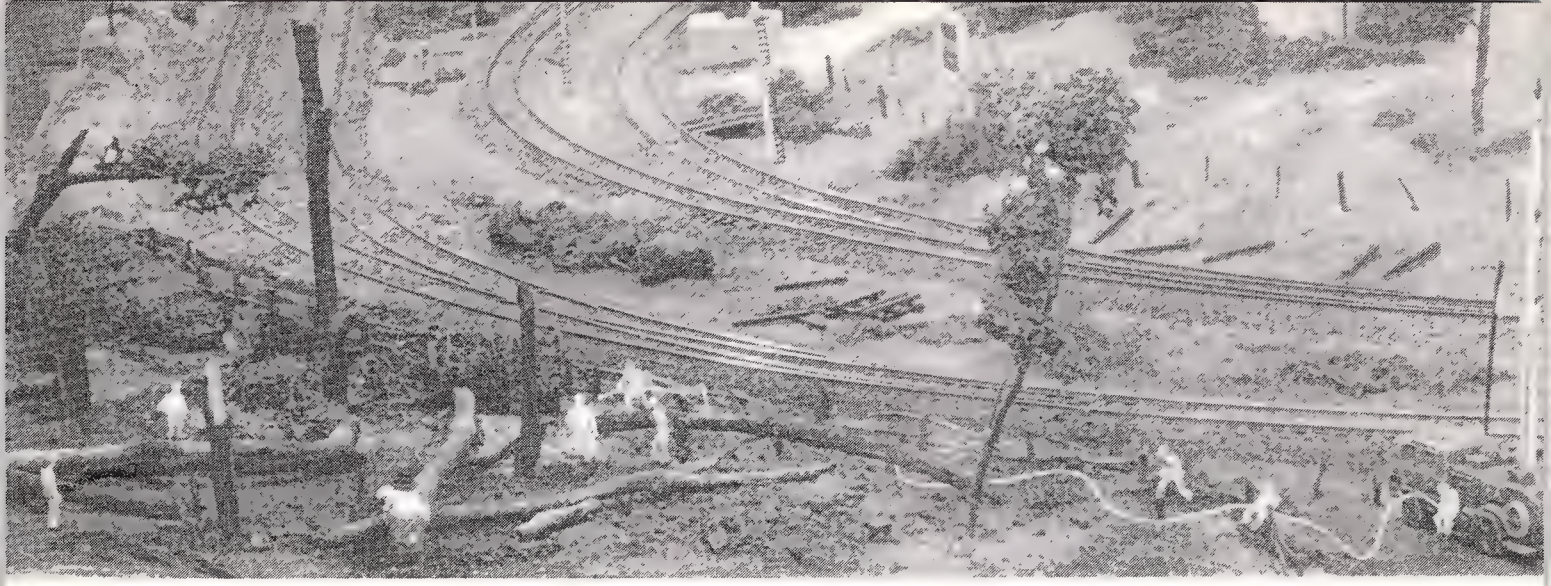
Trackwork is Peco code 100 flexible nickel silver track laid on cork roadbeds. The trackwork is fixed using Peco rail spikes (not track pins) in pre-drilled holes on the outside web of the rail at approximately 50mm spacing, see Fig.2. In this way, the plastic sleeper base is not deformed with possible problems in undergauge track. Points were required to be large radius with metal frogs and fine-scale flangeways, hence Shinohara No.6 straight and No.8 curved points were used. Points are powered using PMG relays with one change-over contact to switch the polarity of the frog so as not to rely on the mechanical contact of the blades on the stockrail, see Fig. 3. This has resulted in very reliable operation.

Once laid, the track was spray painted using Floquil roof brown. Ballast is Locomotion HO scale grey or brown for variety, with some N scale also used for effect. This was spread into position using a small paint brush, the cork underlay giving the correct shape to the shoulder. A solution of 50/50 Aquadhere and water and a few drips of detergent to aid wetting was then applied with an eyedropper. This solution tends to froth a bit. It is easier to make a solution of a few drops of detergent in water and wet the ballasted area and follow up im-



Above: *Streamlined 3805 hauls the mail train out of Mt. Wilson.*

Left: *Scenery detail — a family prepares for the Bar-b-que.*



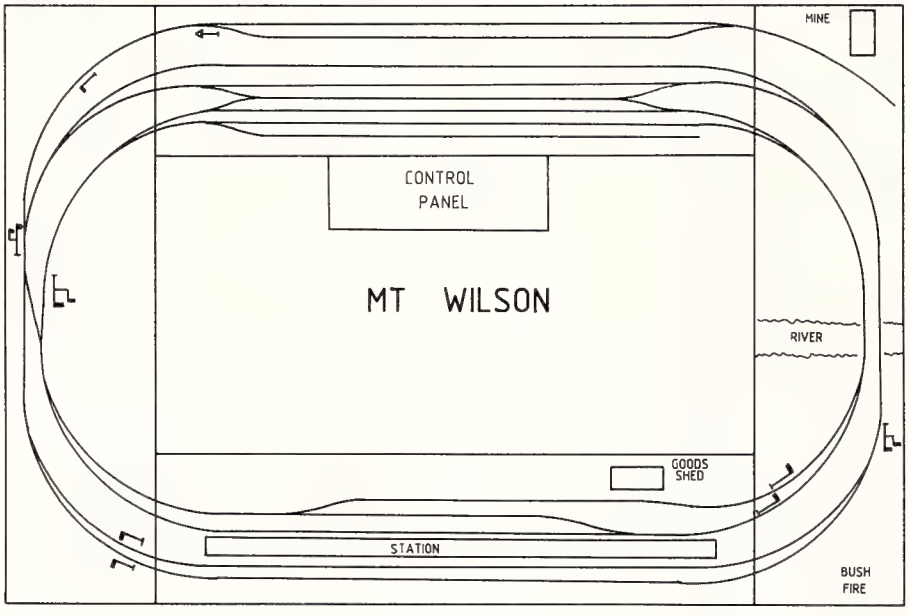
A feature on the scenic side is the bush fire which takes up one corner of the island display. In the scene the Bush Fire Brigade are involved in the dampening down process. Preiser (undecorated) figures were used, each being individually painted and positioned in the scene.

mediately with the 50/50 solution of Aquadhere/water. After this has dried, check for areas of loose ballast and repeat the process. The track is then cleaned with a track rubber to remove paint and glue. Ballasting is best done when plastering is complete.

Signals are Ratio GWR Lower Quadrant (LQ-60) arranged to correct prototype practice. The landmark on the coalmine siding is scratchbuilt. The signals are operated using small PMG type relays and nickel-silver wire provided in the kits. The signals are operated when power is on to the section being entered and are selected by the position of the points. An additional switch is provided to put the signal to stop as the train passes.

Throttles are a slight modification of the version in AMRM, December 1975, Issue 75, built on a printed circuit board. A dozen or so of these have been built and when operated from a 2 amp 15 volt transformer provide very reliable operation for exhibition working. The point power supply uses an 8 amp bridge rectifier and a 2.5 amp 18 volt transformer. The track plan is divided up into sections and power applied to these via PMG lever keys, the centre position being off. There are two throttles for the outside loop and two throttles for the inside loop. One each of the throttles from the inside and outside loops can operate the mine siding.

Additional contacts from the section power keys operate the points. The basic logic principle is that the key on a section and the following section must be set for a throttle, to operate the points connecting those two sections. As power is applied continuously or non-continuously to the PMG relay point motors, this is achieved easily with the contacts on the lever keys. The need for passing or momentary contacts as required for solenoid point motors would provide problems with these lever keys.



The track is cleaned before each exhibition, first with an abrasive track rubber, then a rag with dry cleaning fluid and finally a few drops of Wahl Oil are spread around. Minimal cleaning is then required during the exhibition.

The scenery is built up above base level. Expanded polystyrene foam, as used in packing, formed the base for hills. This was glued together using Aquadhere with brick weights for compression and left to dry for a day or two. The foam was then cut or filed with a coarse rasp to the desired shape.

A layer of plaster-soaked paper towelling was then applied over all the foam. This was allowed to completely dry and a slurry layer of plaster then applied and smoothed to the desired shape. Some small rocks were also embedded at this stage. Where cliff faces or cuttings were required, a final thin layer of plaster was applied and this was carved using mainly

The feature structure on the layout is the coal mine — a mixture of Suydam tinplate kits. The scene also provides for road transport by the use of a bucket wheel reclaimer.

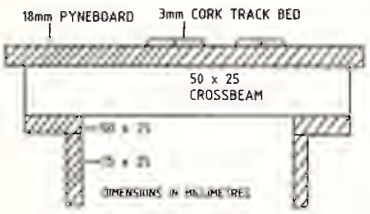


FIG. 1 L GIRDER FRAMEWORK

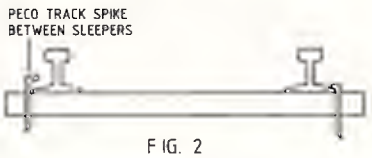


FIG. 2

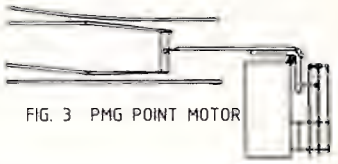
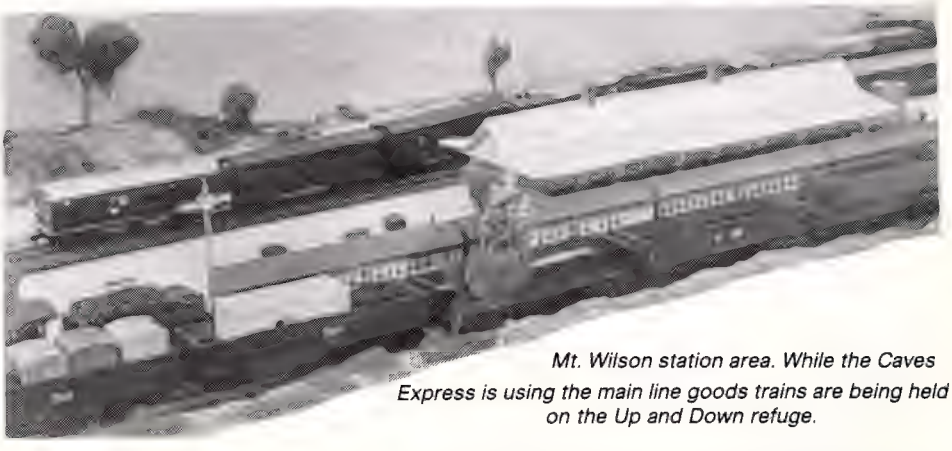


FIG. 3 PMG POINT MOTOR

Photographs by Bob Gallagher.

vertical strokes. Colouring of the plaster is done with cement pigments suitably watered down. These are applied as thin washes, gradually building up the amount of colour required. Red, yellow and black (diluted to grey) are the main colours used.

The ground cover is then a mixture of Woodland Scenics ground foam, flock and a little sand or dyed sawdust for texture. This is applied using 50/50 water/Aquadhere. Trees are made using twigs from a Crepe Myrtle bush. These are selected and trimmed so they resemble the shape of real trees. Then dyed lichen is added and spray fixative applied and Woodland Scenics ground foam applied. This



Mt. Wilson station area. While the Caves Express is using the main line goods trains are being held on the Up and Down refuge.

Above: *8026 and 4523, at the head of a heavy freight, wait in the refuge for the Down Second home at Mt. Wilson before attacking the heavy grades before them.*

Left: *Another view of Mt. Wilson station.*

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method is also used for scrub. Alternatively, some trees have Woodland Scenics foliage material applied directly to the twigs. Some bare twigs are also used to resemble dead trees or fallen trees.

The river base was first coated with plaster to seal it. This is painted dark colours to resemble the murky depths in the centre of the river, then clear polyester resin with a minute amount of blue or green pigment is applied. This is built up over a number of thin layers to the desired depth. Rocks and logs are embedded in the resin.

The station building, goods shed and loading bank are all scratchbuilt. Corrugated iron by Gordon Duncan was used to great effect. The windows and doors on the station building are Campbell's and the awning arches are scratchbuilt from Plastruct in three steps using jigs. The coalmine structure was made from two Suydam kits, the Wyoming Mine and Black Bart Mine. These kits are corrugated tin plate and must be soldered together. Once the technique is learned, the soldering is quite easy and the result well worth the effort. The workman's shed is a kitbashed Hornby Z van with corrugated iron roof. Mansfield NSW water columns were used and the water tank is a SARMOD kit.

Further detail was added by leaving stacks of sleepers and pieces of rail along the side of the track. People and cans were added. The people are by Preiser and were handpainted to suit Australian styles. The cars and trucks are an assortment, with many being obtained at Franklins supermarkets.

Continued on page 31.

Above Left: *An illustration of the detail on the platform at Mt. Wilson. The Lima 12 wheelers, extensively modified, are used as well as highly weathered rolling stock.*

Left: *Scratchbuilt structures are used to detail the layout. The goods shed is one example.*

The People Behind The Model Dockyard

As told to Ian Weickhardt

Peter and Patti Duckett recently 'retired' from their long-time involvement in the ownership and operation of the Model Dockyard in Melbourne. For them it has virtually been their life's work. They are now free to follow up some of the interests for which they found little time in recent years.

Early in 1984, Bob Gallagher asked me to sit down with Peter and Patti and gather what he saw as the fascinating story of this husband and wife team that has served two generations of Australian hobbyists.

Peter's life work has been in serving the modelling fraternity. As a young man he worked for the hard-driving Clement Meadmore senior, in Meadmore's various premises around the east side of Melbourne's business district. Whilst working in Meadmore's hobby shop, he learned several of the key aspects of successful hobby shop management. In particular, he learned the value of knowing in detail the current stock holdings and the value of having price tickets on EVERY displayed item. He followed these practices through at the Dockyard. As a frequent shopper there, I found this very helpful indeed — particularly when I was a schoolboy on limited means.

Leisure time was filled with various fascinating tramway and railway pursuits. A sizeable O gauge indoor-and-outdoor railway developed in the backyard of the family home. The initial electrification was as on most other layouts of that era — by a centre third rail. Peter's avid interest in electric traction showed up strongly in the later addition of the working overhead electrification from which several electric locomotives drew current. More spectacular than this, though, was the tram controller by which the trains were run. This controller, from a Melbourne tram, was presented to Peter by Hector Bell, the then Chairman of the Tramways Board and a good friend. That was in Peter's boyhood years. Hector's friendship continued and in 1949, when Peter was a young man, Hector invited him out to Preston Workshops to see the official unveiling of the PCC (from USA) bogies that were to go under tram 980 — and later tram 1041 — to be the beginning of new MMTB thinking about tram engineering. No.980 spent much of its time shuttling between St.Kilda Beach and Kew-Cotham Road (Run 69), passing daily within 100 metres of the Duckett residence. It had extraordinary acceleration and braking, was comfortable and very quiet. But, as Peter says, its MMTB body was a typically conservative Melbourne design from the 1930s and it was not until those PCC bogies went under car 1041 in the 1970s that Melbourne had a world class tram. It must be admitted, though, that the San Francisco Municipal Street Railway thinks that Melbourne's 1920-vintage W2s are world class trams. They now own a fleet of them and the San Franciscans love them.

Another of Peter's friends was a VR railmotor driver, in those days driving the Petrol-Electric railmotors that later became DERMs. There were many happy 'up-front' trips, mainly on Melbourne- Werribee runs.

Peter's interest in electric traction led him in the early 1940s to team up with three other traction buffs — one being the late Rev. Leon Marshall-Wood — to form the Australian Electric Traction Association. Together they toured tramways and electric railways and, with considerable foresight, advocated the continuing development of electric traction. Now, for Peter, there is a growing interest in traction history — specifically, the history of Melbourne's premier municipal tramway system, the Prahran and Malvern Tramways Trust. Peter has gathered quite a lot on the P&MTT and is now able in retirement to do a lot more research.

During the 1930s there was only one significant group of railfans in Melbourne. This group, which helped nurture Peter's railway interests, met at the home of Ray Pearson in Richmond. Ray had a very large O gauge 3-rail layout. Those who came to the evening running meetings knew as soon as they walked in the front door whether the trains were running, by the ozone that drifted down the hallway from the sparking at the third-rail collectors of the locos. The layout, which incidentally filled the Pearsons' loungeroom, was the mecca for the modellers. Out in the kitchen were the prototype fans, among them the still active John Buckland, swapping stories and poring over photographs. These groups became the nucleii of the Victorian Model Railway Society and the Australian Railway Historical Society respectively.

Australian Prototype

On the Australian scene, the most important contribution by Model Dockyard was their involvement into producing Australian outline locomotives, in brass from Japan. The first, the NSWR C38, came out in 1963, the arrival co- incidentally co-inciding with the first issue of AMRM.

How did the Dockyard become involved? Maybe the best way of understanding their goals is to read Peter Duckett's words in reply to this question:

"When I joined with Capt. James at Model Dockyard in 1953 the situation at that time was that imports of model railway products comprised solely of the manufactures of English and Continental makers. Not since before World War II had imports from the USA and other markets been permitted.

As far as I was concerned, it was undoubtedly the British who gave us the hobby of model railways, but it was left to the Americans to refine the standards in the popular gauges. Moreover, at an early age I had developed a strong personal preference for the American prototype. To me it offered all that was the finest and most impressive in steam and electric railroading. But with the laws of the land effectively preventing indents from the USA, modellers who wished to follow American prototype were blocked from obtaining supplies.

It was an extremely difficult time and no sooner had our Company set up and formulated plans for a complete refurbishment of the basement premises, than the Government announced the introduction of stringent import restrictions to compensate for the imbalance of trade, resulting from the flood of imports from Europe.

However, as Japan was already strongly supporting this market with her imports, there were signs that the Government of the day would soon consider granting limited import quotas to those who applied and, in the full knowledge of the impact of such makers as Tenshodo on the post- War American scene, I resolved that Model Dockyard would be ready, 'cap-in-hand' when the Government issued the first quotas. Thus our business with Japan commenced and through my personal interest in following developments in the American industry, and what was being made for that market in Japan, Model Dockyard were quick to secure the best of the agency lines.

It was not until much later again that we were finally permitted to import from the USA and so match up the fine brass motive power with the vast array of Athearn and other makes of rollingstock kits, plus other merchandise for which Model Dockyard became the noted suppliers in the years that followed.

However, reverting to the subject of brass locomotives, with hindsight it now seems appropriate that I first learnt of the true ability of the Japanese craftsman through an offering of Model Dockyard's which first appeared back in 1938, in their 3rd Edition Catalogue. This was an O gauge four-wheel box cab Electric Locomotive. Fitted with a universal AC/DC motor, it was listed at the almost unbelievable price of £2-18-6d! Yet it was not only well finished, but in addition to the usual third rail shoes, came with an exquisite working pantograph, mounted on real porcelain insulators and complete with locking gear — just right for those with a hankering to string overhead trolley!

This model caused a sensation at the time and I am pleased to be able to record that I am still in possession of this purchase which was catalogued by Capt. James as the 'MARAKLIN' Electric Locomotive. And it was not until we went into partnership in 1953 that I learnt how he had coined this name to counter the strong Marklin sales which his competitor, Meadmore, was enjoying at the time!

With the shackling yoke of import restrictions finally thrown off, Model Dockyard's imports of brass models increased so dramatically that, as our advertising in AMRM will testify, for many years we could truthfully claim to offer at least one new brass car or locomotive — per week! Little wonder, then, did the idea of making the first Australian prototype model logically follow. And the rest of the story is history and well documented, thanks to the pages of the Australian Model Railway Magazine."

What About the Model Dockyard

The Dockyard is now history. Why wasn't it sold as a going concern? Answer — no-one would buy it as such. Peter and Patti advertised the business as a going concern over an extended period, via national newspapers, but every expression of interest came to nothing. This was because none of the prospective purchasers wanted to buy a business having a large number of slow moving lines — that is, the return on capital was too small. (Many of the lines carried by the Dockyard were carried purely for the sake of the modelling fraternity, rather than as business propositions.) Predictably, the current economic recession has not helped either. With much regret, Peter and Patti then had to sell up stock, prepare the building for sale and then sell the building itself.

For modellers, not all is lost. Several of the lines carried by the Dockyard have now been taken up by other firms; many have been taken by a new company formed by another Victorian model business.

Continued on page 31.

VULCAN VALE — THE RIP VAN WINKLE RAILWAY

or

Don't Panic — The First 30 Years Are The Worst!

by Rick Richardson

It was high summer of 1950 and we were at last moving into our just completed home. Among the assorted chattels disgorged from the furniture removalist's vans were the beginnings of what was to be a very special ¼" scale O gauge layout. A complicated yard throat of meticulously hand- made single and double slip points spiked to a 9'0" x 3'6" panel, a big box of model builder's tools and materials, and a few model rail books. Then, finally, a smallish wooden crate containing a dozen or so lovingly scratchbuilt fine scale (by 1950 standards) freight cars.

There was something else in that crate and drifting around that panel of trackwork. An almost tangible cloud of super A grade model railroad enthusiasm. Man, I was going to build me a great and magnificent layout, a noble example of the art as it then was. This exquisite creation would have superbly detailed engines purring smoothly round expansively sweeping curves through unbelievably life-like scenery. The rolling stock would be complete to the last rivet and rust stain, and a waiting world would undoubtedly salaam in awe at my expertise. I suppose it's superfluous to report that the world still waits. The High Valley Railroad never

THE STORY OF A RAILWAY

We regularly run articles on layouts readers have built. How many though go beyond the actual mechanics of its building and give us an insight into the builder's ability and philosophy towards the hobby? Each layout is different as each of us seeks to emphasise different things: the layouts themselves become reflections of our own characters and interests.

Rick Richardson is a man who has been interested in modelling for over forty years. During that time he has been employed as a photographer, model builder, draughtsman, display designer, illustrator and Laboratory Maintenance Officer. Rick is now a full time railway modeller, having retired from the working force. His interest in the Vulcan Vale is shared by his wife Tup, and his sons, John and Grant. The latter, according to Rick, is responsible for all the new fangled electronic things.

Rick has given us, not only an account of how the present Vulcan Vale was built, but an entertaining look at the man himself; his successes, his failures, his active and inactive periods, and the philosophy of his approach to railway modelling.

Over the last few years a few samples of the V.V. have filtered through to the Melbourne Model Railway Exhibition, and have shown what a master modeller the builder was. Although the models did not appear to have any specific prototype, they seemed to represent everything one sees in a railway vehicle. It was therefore with some excitement, last year, that a small crew of AMRM workers visited the Vulcan Vale.

It was late at night, and we were half an hour overdue. Not only did we travel in the wrong direction after a hurried meal, but there were two streets with similar names in the same suburb. Upon arrival we were escorted through a pleasant residence and pointed towards the back yard. Our escorts for the short trip up the concrete path to the train room were a pair of playful Afghan hounds. However, upon entering the brightly lit room, and before introductions could commence, we were immediately overwhelmed by the sights and sounds of what confronted us.

The sight was fantastic — and the eyes had not yet reached the layout. Here was a room that was spotless. Not a tool, part-finished model or any spare materials in sight. The well placed benchwork and spacious floor area were spotless; and above and below the layout was finished off in painted timber. How could this be a train room? Everyone knows that a train room has piles of junk everywhere!

As the introductions were being made the voices of individuals were difficult to hear, as our ears picked up the sounds of a steam train in action. A quick look showed a brass Shay at work up a steep grade, accompanied by the fast beat from a superb sound system emanating from the locomotive. Along the side of the mountain the loco travelled, into a cutting and then a tunnel, the sound of the beat fading as the loco made haste slowly like all Shays. The train may have been out of sight, but the sound was not completely out of earshot. Wait, the beat was now coming from another tunnel portal a few feet away. The position of the portal suggested that it had to be another train, unless the layout housed a vertical traverser. Sure enough out came another Shay — it was different, and the rolling stock following was more numerous.

And so the scene was set. Before our eyes was a display of top class models, fully accommodated on a railway system that is almost impossible to describe. For this task we will hand over to Rick, and share a written report of his activities over the past thirty years. Sit back and enjoy the fun of model railways.

Bob Gallagher.

Escutcheon or heraldic Coat of Arms of the VVNGR. The motif is the rambunctious countenance of Vulcan, mythological and noisy god of Fire and Metalworking. He is bounded by his 'tools of trade', a brace of stylised thunderbolts. The supporting shield bears the four pointer stars of the Southern Cross, and the Latin inscription translates: "Between ourselves, with a grain of salt". — Author's artwork.

did get built, a melancholy but predictable fate for those grandiose plans and shining dreams of long ago and far away.

Mind you, even in those halcyon days of boundless zeal, a couple of minor difficulties had already appeared. The first of these was that ever present and hoary model railway circumstance universally known as 'lack of space'. Very few Australian dwellings furnish much in the way of accommodation in which to pursue (or perhaps furtively conceal) such arcane activities as constructing a model railway. Granted, some houses do provide extra bedrooms, but since the early 1930s these have progressively shrunk in floor area to the stage where they are now only minimally large enough to dissipate one good snore in any direction. Our gleaming new home was no exception and offered nil space at all in which to build even a pygmy-sized layout in any gauge. And I was an O gauger, about to take the ¼" scale world by storm! Admittedly, a ¼" gauge empire would have fitted comfortably into our new living and dining areas, provided we didn't also want to live and dine in those spaces as well. But we did.

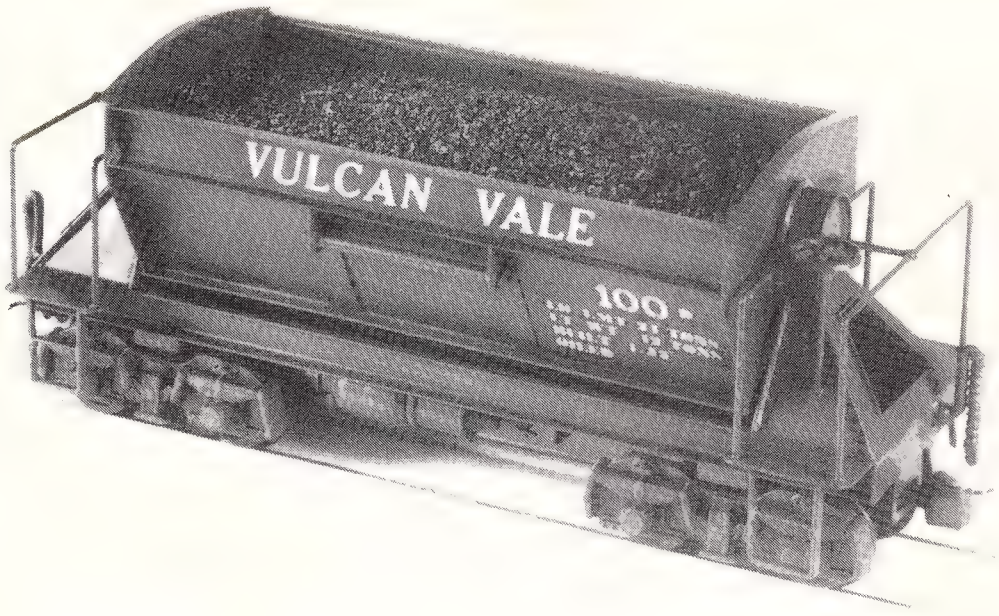
The second obstacle to immediate trackbed construction was a lack of financial liquidity. In homier terms, the house deposit had consumed most of the immediately available wampum. But nothing daunts the enthusiasm of the dauntless enthusiast. While waiting to win a ready-made fortune in a lottery, or be named as sole beneficiary of a wealthy, defunct and unknown benefactor, building plans and specifications were prepared for a railroad room. In those less expensive and less complicated days, the fee handed to railroad room. In those less expensive and less complicated days, the fee handed to officialdom in return for a 'permit to erect an outbuilding' was ten shillings (now one dollar). The writer was duly registered as the 'owner/builder' and, to celebrate this milestone in model railroad history, construction was commenced of a 2-8-2 scratchbuilt Alco saddle tank — on a clothes ironing bench in our new laundry.

At this point in the saga comes the first then unrecognised step towards an eventual slim gauge layout. The building plan I had so carefully drawn detailed a structure 25'0" long by 13'4" wide. The oddly fractional latter dimension was arrived at by a complex arithmetical exercise which we will now study. As O gauge aficionados of the day considered that 6'0" radius was a satisfactory minimum curve from an operational and appearance viewpoint, it perforce followed that a 12'0" diameter half circle was required to turn a train end for end.

We now add 8" to this for 4" of clearance between track and wall at each side of the room and then add another 8" for two wall thicknesses and there, almost like magic, is the aforementioned overall dimension of 13'4". Amazing! The length was calculated a trifle less scientifically and was based on the paucity of capital available to purchase building materials. 25'0" seemed a reasonable, if optimistic, compromise on which to equate room length against depth of funds in the family piggy-bank.

The High Valley was to be a standard gauge light industrial short line, with the 'scenery' outside the around-the-walls point to point main line comprised of low relief factory fronts or rear elevations and brick or stone retaining walls. These walls, in turn, would be typically capped by the ubiquitous corrugated iron fences so beloved by Australian fencing contractors in the first half of this century. Such fences were usually 7'0" or 8'0" tall, had

Scratchbuilt in 1950, this ¼' scale all wood coke gondola was intended for the never born High Valley Railroad. It did, however, see considerable revenue service on the late Bill Lawry's deservedly famous O gauge Balwyn Pacific Railroad, from whence came the initials for the range of excellent O and HO cast metal 'BPR parts' he commercially produced through the fifties and into the sixties. The gondola model is now in the collection of the Victorian Branch of the Australian Model Railway Association. Photo by author.



In the beginning, there was no preconceived idea what this unplanned unnamed On30 road was going to haul as a basic commodity. However, as the final unit of rollingstock for the ill-starred O gauge High Valley had been an experimental side-dumper labelled 'Vulcan Steel', it seemed easiest to make a similarly simplified narrow gauge version of that, just to see what a 2'6" gauge industrial car might look like 'in the flesh'. So, in what appeared (to me, anyhow) a fairly natural progression, the fictitious Vulcan Steel Works aptly bestowed its mythology derived title on the equally mythical Vales of Vulcan and the then yet to be born VVNGR. Anyway, here is the very first NG car to bear the name, shown with its January 1953 birth date emblazoned on its flanks. The unit is freelance, but based on a prototype series of heavy duty six wheeled limestone dumpers then in use on a 42" gauge steam-hauled industrial road of the Australian Portland Cement Company, at Geelong in Victoria. To empty the load, the horizontal bar on the tipper bodyside was engaged by a hefty mechanical lifting claw at the tipple and with a satisfactory roar, out went the contents into the trackside below-ground receiving hopper. The model was fabricated from a large opened-out soup can. The intention was to build an additional twelve (much more detailed) examples of this car, but class leader D100 still trundles happily round the Vulcan Vale without its projected companions. Mainly, I think, because of the builder's preference for working with wood. There was supposed to be a boot-sized little bracket at the foot of the brake wheel staffs, bearing the usual ratchet and pawl arrangements. Impatient to get this initial experimental car painted and rolling, these details were 'temporarily' omitted. Over 30 years later, they are still missing. So, for practical purposes, the car has existed all those years without handbrakes — on a road with 4% ruling grades! Model railroading can sure be magnificently accommodating! Photo by author.

ferociously serrated tops and were certainly esteemed by the bill-posters, sign painters and graffiti writers of those days. If you are wondering why, imagine slapping a poster, or lettering a sign, or hurriedly scrawling the memorable phrase "Foo was here" on a modern chain-link security fence! But we digress, so back to the High Valley.

Deep down in the personal think tank there lurked a faint but growing suspicion that compacting a believable O layout into something less than 300 square feet of floor space would require an absolutely brilliant track plan. Whether such a scheme was feasible seemed doubtful if it had to incorporate that existing 9'0" long yard throat, while maintaining the self-imposed limitation of 6'0" minimum radius curves. On the ostrich-like premise that the doubt might go away if diligently ignored, construction of the temple to contain my undesigned masterpiece was begun. Two widespaced in time episodes personify the many dramatic alarums encountered during the course of the project.

As the son of a one-time building contractor, the writer was theoretically familiar with building techniques. From personal observation, the carpenters employed by my father obviously considered framing walls and pitching roof structures as no big deal — just basic simple saw and nail stuff. So, faithfully following the adage about fools rushing in, the 25'0" long by 9'0" high front wall was assembled with satisfactory expertise and personal pride. The latter promptly evaporated when the completed hardwood frame proved to be so heavy it was impossible for me to lift even one edge from the prone position in which it was correctly constructed. It should, of course, have been made and erected in two halves.

Nevertheless, working alone, and using spare timber as levers and props, the thing was at last raised to an upright stance just like a professionally built wall. More pride. Should perhaps a flag be hoisted or maybe a glad bell pealed? Alas! Before a temporary holding brace could be positioned, a joyous and playful gust of summer wind laid the whole assembly flat again, scaring the living thingummies out of yours truly in the process. Nobody had warned that model railroading could be real dangerous!

In similar vein, but many months and misadventures later, was the occasion when the room lining was being installed. A Masonite ceiling panel stubbornly refused to slip into place, so your intrepid carpenter stepped down from the work scaffold to inspect the problem from floor level, followed by one Saturday afternoon male holder-upper, then the other. This left my 5'4" 7½ stone wife, who had been in the centre, holding the entire 9'0" x 4'6" panel in place above her head, the unexpected transfer of weight forcing the girl into the classic stance of a curvaceous Atlas heroically securing the heavens.

And so a benevolent veil is drawn across the two years it took to more or less singlehandedly build that room. There were long months when no progress was made at all because additional timber or wallboard or somesuch was required and the financial coffers were ponderously slow in refilling with the folding stuff necessary to purchase more. And during those weeks and months construction proceeded on the 2-8-2 saddle tank, and on drawing track plans, and track plans, and more track plans. And the doubt about shoe- horning an operating, convincing O gauge system into 24'0" x 13'0" of space crystalised into hard disappointed disbelief.

About this time I read a piece in one of those American model railroad 'how to build it in one week-end' handbooks on layout design and construction. From memory, the basis of the idea was a series of benchwork peninsulas protruding boldly into the viewer's walk-space, each of these promontories being treated with differing scenic topography. The HO single track mainline swept in a series of long graceful reverse curves from projection to projection, and the whole dream scheme without doubt would have looked quite magnificent. In reality, of course, this handsome giant would probably have required an auditorium roughly the size of the average suburban town hall as a habitat, but the basic looping track plan did hold the germ of an idea for a certain proposed O gauge line of close acquaintance.

Could the High Valley somehow be looped in and out of my little building, with perhaps the off- scene exterior sections enclosed in metal or wood ducting to protect the line from the elements and dust and prowling felines? We will never know, as Dame Coincidence was preparing to step in and alter my model railroad aspirations forever. For while I was still pondering the practicability of this latest brainstorm, a Saturday afternoon was spent at the invitation of a then new model rail friend looking over the terminal facilities of a 'temporarily closed' 30" gauge steam hauled railway. This was the Upper Ferntree Gully — Gembrook branch of the then Victorian Railways, and the broad gauge/narrow gauge transfer yard and engine service roads we were exploring have long ago disappeared without trace. But several miles of that branch, and some of the

rollingstock, did survive to eventually become a working part of 'Puffing Billy' as we now know it.

I had occasionally seen this and other similar curious narrow gauge branchlines in operation over previous years and had never considered them as anything more than just that. Strange oddities left over from earlier times, running out their last lingering years and miles before the final unsung closure and inevitable demolition. But my new found friend, it seemed, had a long standing penchant for these funny fat-bodied, low-slung, narrow-gutted railways, as the equipment and track then appeared to my unenlightened eye. In the latter regard, some persuasive enlightenment was about to be dispensed.

As we wandered amongst the deserted equipment, and stepped across diminutive rust capped tracks already disappearing under a tide of bracken fern and weeds, my tutor pointed out that HO 16.5mm gauge track was only 1/32" oversize for 30" gauge prototype in 1/4" scale. This was a trifling inaccuracy compared to the threefold greater error almost universally accepted in 1/4" scale O gauge in relation to prototype standard gauge railroads. We discussed the merits of the then existing HO locomotive mechanisms, some of which would ideally suit as the basis on which to scratchbuild 1/4" scale narrow gauge locomotive superstructures. We agreed that even HO archbar bogies could be used 'as they came', for they would be virtually unseen when buried under these wide low-set car bodies.

Prototype 30" gauge goods trains were usually short, particularly if heavily loaded, and rarely consisted of more than ten or twelve cars. These lines abounded with tight horseshoe curves and steep grades, often in deep cuts or on high embankments, and crossed small creeks on picturesque tall trestles. NG trains in their heyday hauled anything offered, 'all the time, anytime'. In the districts where these pocket- sized engines and cars operated, local roads were often not much superior to rutted wagon tracks, in winter frequently impassable to wheeled vehicles for days and weeks on end. So the trains transported practically everything: bagged potatoes, 4 gallon square cans of kerosine packed in pairs in wooden boxes, farm-separated cream bound for the local butter factory in squat churns, barrels of lime to make lime mortar, beer in huge 36 gallon oak kegs, king-size sacks of chaff for horse feed, house bricks packed on layered straw, fresh fruit, sawn timber, a single furrow plough, corrugated iron, clothing, medicines. You name it, these midget railways carried it. And clickety clacking along at the rear of most scheduled trains was a miniscule combine with space for passengers. Inside, on the other side of the partition, could be a half dozen caged chooks, perhaps a chained dog, stacks of parcels, bundles of newspapers, bags of mail. Truly, this whole caravan was akin to a well stocked country store sedately rolling through the Victorian bush on flanged wheels and steel rails. So we talked some more about those then dying railways and always that 'tight curves and steep grades' phrase kept persuasively and teasingly returning to my thoughts.

These toylike trains that we were examining and I was 'seeing' for the first time, why, they weren't so small when one stood beside them or climbed over and in them. This pair of Baldwin designed 2-6-2 tank engines standing forlornly neglected, rust streaked and filthy, with vandal smashed windows and gauge glasses, they once had sixteen sisters each weighing in at about 35 tons. They had shouted and whooped over petitely neat railroads which would fit quite beautifully as scale models in my new room, and I could stay with my favourite 1/4" scale.

I went home and looked at that empty room with its polished oak floor and sky blue walls coved into the ceiling behind the inbuilt lighting valances. And in place of standard gauge sidings and the haphazard clutter of an industrial railroad, I imagined towering rock pinnacles draped with trees and shrubs, with ferns and mosses in the crevasses and a single line of 30" gauge railway clambering up and through those craggy peaks.

And I looked for a VERY long time at that almost completed O gauge saddle tank engine, which had already been nearly 1000 hours in the making, with its full complement of hand made cab controls and dozens of one-at-a-time inserted 'rivets'. And there were those handsome freight cars, including the heavy duty depressed centre flat of a thousand bolt heads ...

And as I looked and pondered, the manna of narrow gauge conversion drifted quietly through the room. And just as silently, the phantasmagoria that had been the High Valley Railroad began to fade into the mists of never never land. Sorrowful sniff-making stuff, isn't it? Cheer up, the shiny new Vulcan Vale Narrow Gauge Railway glitters on the horizon, and the date was the last day of November 1952. ▪

Part Two of the VULCAN VALE will be presented in the next issue of the Australian MODEL RAILWAY Magazine.

MAILBAG

Sir,

In reply to Bob Cooke's letter in December Mailbag on the question of 17 and 12 class tenders it would appear that 17 class only had two types of tenders — the original 6 wheel and on 1709 as a Vintage Train engine 6 wheel ex C32 class tender. This second style of tender was also fitted to 1210, 1219 and 1235. On the subject of 12 class tenders on page 37 of 'Tender into Tank' by Ron Preston (Second Edition) is a photograph of 1232 fitted with a 27 class tender so perhaps anything goes.

I can assure Bob that 1710 had for most of its life an extended smokebox as departmental photographs are available of both left and right hand sides of the Locomotive. 1717 also had an extended smokebox and a photo of this locomotive is at page 58 of 'locomotives of NSW 1855-1980, Volume One'. I can find no reference as to when the smokeboxes were extended however it should be noted that the locomotives as delivered in 1887 had extended smokeboxes, but in 1905-06 when Belpaire boilers were fitted the smokeboxes were shortened. The photographs of both locomotives show them numbered with 1924 numbers, ie. 1707 and 1710.

Neil Cram,
Penrith. 2750.

Sir,

In reply to the letter from Bob Cooke published in the December magazine, I would like to state.

Locos 103, 1709 and 1710 were located at Nyngan Depot in the early 1950s. They used to work the Nyngan shunter, also the Nevertire to Warren branch. On rare occasions due to engine failure they would work to Cobar. There were four of these locos in service at the time but I never saw the fourth one.

As for the extended smokeboxes, two had extended ones and one a short one. I couldn't remember which ones so I looked up my 'A Century of Locomotives 1855-1955' and it was confirmed that 1709 had the short smoke box, while 1703 and 1710 the long smokeboxes.

At this time they had particular tenders on them, a board across the front of the coal bunker and a lift up type of water tap for the injectors. However, I can't remember, I thought they had springs above the running boards much similar to the original 12 class locomotive. On refering to my books I could not find a photo with this type of tender.

I have never seen a 12 class with a Baldwin tender but on page 37 of 'A Century of Locomotives' there is a picture of 1231 with a Baldwin tender. When this class was working in Dubbo they all had six wheel tenders.

As far as changing tenders go, they were often changed around, especially 30 class. I have seen at least four different types of tenders on these locos.

CPH rail cars had a small for wheel louvre van to tow behind it. Buses have been running ex Dubbo in lieu of railmotors to Bourke and Cobar for some years now.

Re the steam locomotives in China, in brief: China has no oil. China has plenty coal. Plenty people in China. Prenty cheap labour in China. Steam locos very labour extensive (coalers, ashmen, washoutmen, trimmers). You see. Ah see, steam locomotives very suitable for China but very unsuitable for Australia.

On that note, I will close, hoping this information will be of some assistance.

A.R.Phoebe,
Mt. Isa. 4825.

Sir,

To add fuel to the SRA of NSW candy stripe debate, the rot has spread to the freight rolling stock. Standing in Cowra yard for some months last year, and probably still, were two LLV-type louvre vans freshly painted in full, living-colour candy stripes.

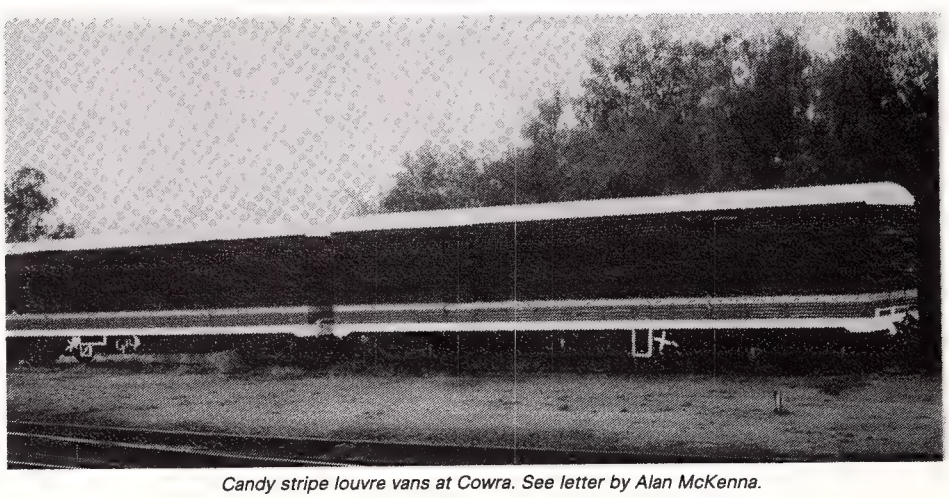
They appeared to be intended for departmental use only as they carried no external identification except for frame numbers, (LLV) 11107, (LLV) 11058, and appeared not to have moved for months. 11107 still carried the painted-over sign boards on its sides; refer to a previous photo of 11107 in issue 122, page 21.

The modelling possibilities are obvious; even departmental vehicles move around occasionally. Perhaps the next *'Bob Cooke Special'* will include a couple of AR Kits' GLV vans with candy stripes . . .

Alan McKenna,
Nobel Park. 3174.

Maybe some reader can help us with details on these vans — Editor.

Continued on Page 45.



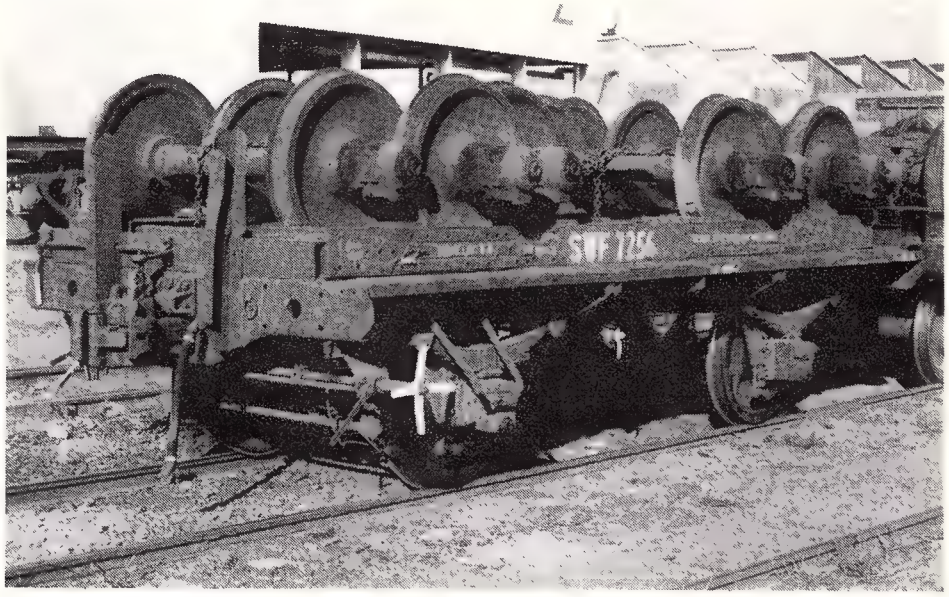
Candy stripe louvre vans at Cowra. See letter by Alan McKenna.

Constructing an SWF Wheelset Carrier

by Jim Bruce

The idea of building an SWF came to me one day while I was working the Clyde Up Yard Shunter. Sitting in One Road were some of these wagons, both four wheel and bogie types. The SRA withdrew all revenue four wheel stock but allowed non-revenue stock to remain in service. However, Weekly Notice No.40 of 1983 deleted all reference to the SWF and KWF wagons.

The steps outlined in this article can be applied to the construction of a model of the two KWF wagons in service (24780 and 26908 — both in red livery). It may also be possible to build a bogie version of the SWF using a BCW underframe. The SRA have used underframes from LLV, MLV, 24 tonne MLV and TRC wagons and the BCW is only 30cm shorter than a TRC.



Construction

1. Cut side frames and floor from sprue.
2. Clean up with knife, file and emery paper.
3. Assemble as per instruction sheet.
4. Cut buffer beams from the body.
5. Remove the moulded-on bracing line from the buffer beams with the Xacto knife, clean the beams up with the file and emery paper. Glue the beam onto the ends of the floor. N.B. the tops of the buffer beams stick up slightly above the floor.
6. Cut a 58mm x 30mm section from the 0.040" styrene sheet. Use MEK to glue the section to the floor between the buffer beams. This brings the floor height level with the top of the buffer beams.
7. Cut a 62mm x 30mm section from the 0.010" styrene sheet and glue this to the floor to form a continuously flat floor to the outer edges of the buffer beams.
8. Use the No.73 drill to drill two holes in the side frames, 4mm apart, between the handbrake and axlebox. Use a piece of the brass wire to form two shunter's steps, 5mm long.
9. Now the lead under the floor to give the wagon the correct weight.
10. Use the razor saw to cut four 20mm lengths from the B3 strip. Supa Glue two of these in an upright position on the buffer beams. They should be on either side of the coupler pocket where the moulded bracing line was. Make sure they are level with the bottom of the buffer beams.
11. File a 2mm bevel on the bottom of the upright beams and slightly round the tops (as per the photo).
12. Cut two 27mm lengths from the C3 channel and Supa Glue these channels onto the top of the buffer beams. The channels are positioned on their side with the flat face against the upright end strips.

Materials

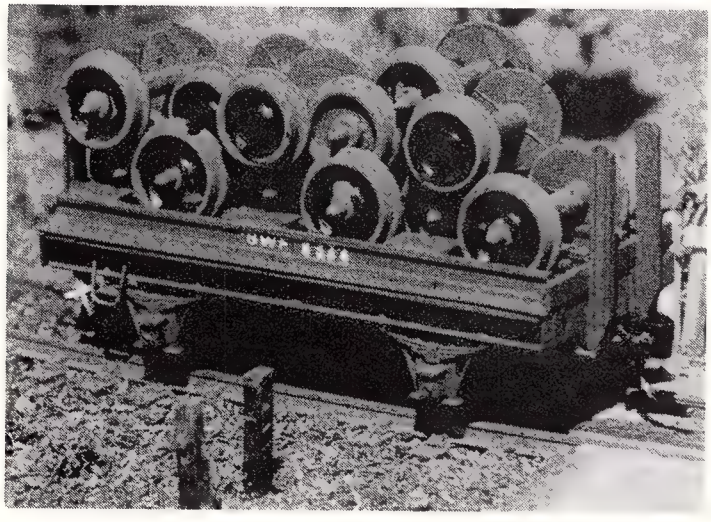
Camco cattle wagon kit
Kadee No.5 couplers
1 sheet of 40 thou. (0.040") styrene
1 sheet of 10 thou. (0.010") styrene
Several lengths of Plastruct C3 channel
Several lengths of Plastruct B3 strip
Brass wire
Redundant plastic wheels
Lead for weight

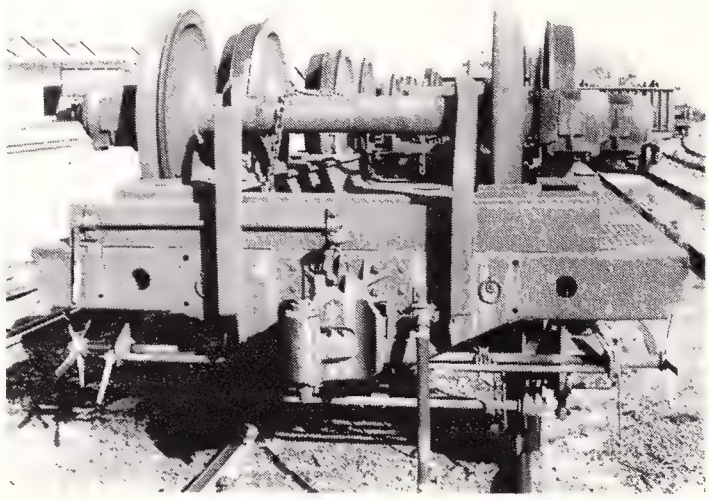
Tools

Xacto knife and razor saw
No.73 drill
Flat needle file
MEK adhesive
Supa Glue
Emery paper

13. It is now time to build the cradles that hold the wheelsets. The cradles run parallel to the sides of the wagon and have metal plates welded to them to hold each wheelset in place. The wheelsets sit in the cradles with the flanges resting on the floor. Alternate wheelsets are staggered in comparison to their neighbours. The model cradles are made from six 60mm Plastruct I beam strips. Measure 2.5mm from the left hand side of the model, mark the position and glue a strip to the deck. Measure another 2.5mm from the first strip and hold a second strip in place. Test fit a wheelset and make sure that the wheels will fit between both strips; adjust the site of the strip if necessary and glue in place. Repeat the above steps for the third strip and the cradles on the right hand side of the wagon.
14. Cut 12 pieces 7mm x 5mm from the 0.010" styrene sheet. These prevent the wheelsets rolling off the wagon. Glue these pieces to the top of the strips. Refer to the photo for the correct position of each plate.
15. Finally use a piece of scale chain to secure the load as the prototype does. When completed the wagon will carry six wheelsets.

Continued on page 30.



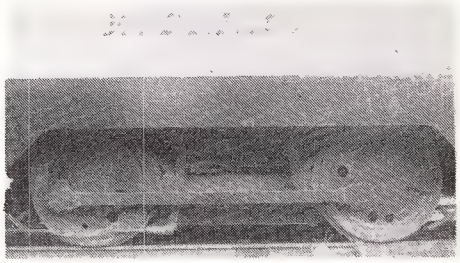


4460 roars past X201 working the Campbelltown electrification wiring train near Glenfield in 1967.

PROTOTYPE PLAN

RAIL TRACTORS of the NEW SOUTH WALES RAILWAYS X200 Class

Phil Collins presents details of the rail tractors as used by the N.S.W. Government Railway system. Part 2 covers the X200 class. .



The short (6'6") wheelbase of the early series X200 class.

The success of the X100 class, covered in the August 1983 issue of AMRM, was limited directly to their size, horse power and chain drive. Accordingly, only two were built before the larger X200 class were designed. Eighteen months passed from the time X101 entered service until X201 appeared in December 1963.

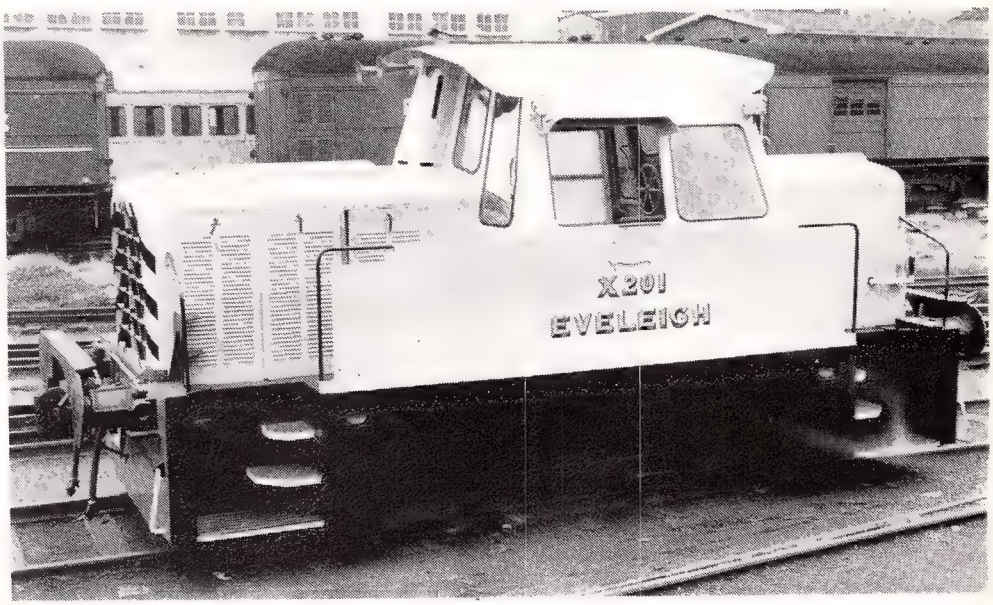
Although only slightly longer and virtually the same height as the X100s, the new X200 class gave the impression of a much larger unit and with three times the power and almost twice the total weight, they immediately proved their worth.

The initial order was for six units, X201-206. Many reclaimed steam locomotive parts were used in their construction. They were built on the inner bogies of the 60 class Garratt power units and the cab windows came from C36 class locomotives. Although not obtained from steam locomotives, the motors were also hand-me-downs; originally being intended for use with diesel trains. Allison again supplied the transmission but a Cardan shaft transferred power to a Departmental design final drive on one axle and coupling rods joined the other axle to the power source.

The appearance of the X201-206 group was a little more rounded than the earlier rail tractors. The plans and photos best illustrate this. Peter Clarke, in his book 'An Australian Diesel Locomotive Pocket Book', describes them as similar to the Rolls-Royce 'Sentinal' and 'Steelman' locomotives. This may also help some of our readers. Needless to say, they were sympathetic with the mainline 42 and 44 classes in appearance.

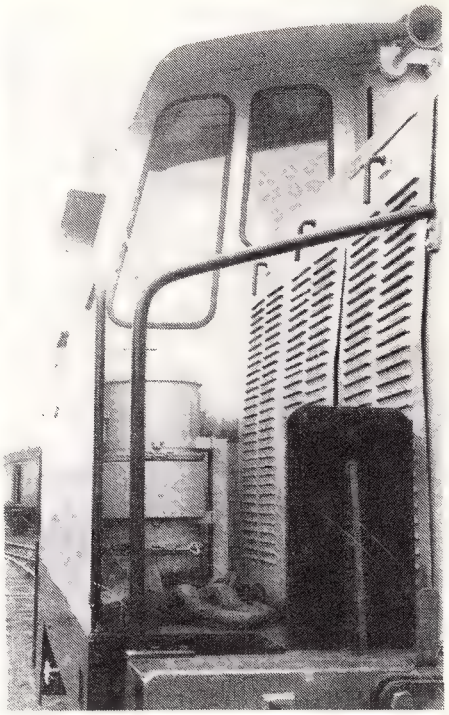
The Hercules motors were replaced beginning in 1971 with the same type as used in the later X207- 218 series, namely the Cummins NHRS-6-BI. An increase in 60hp resulted.

The X200 class were painted in the loco-



X201 freshly painted in yellow at Eveleigh Carriage Works. Note the customised lettering. Another interesting point to also is the Comet car in the background with a white roof. Photograph in July 1977.

X206 painted blue at Cardiff Workshops. Ron Preston photograph.



These two photographs show the hidden detail behind the side panels, battery one side — air cleaner the other.

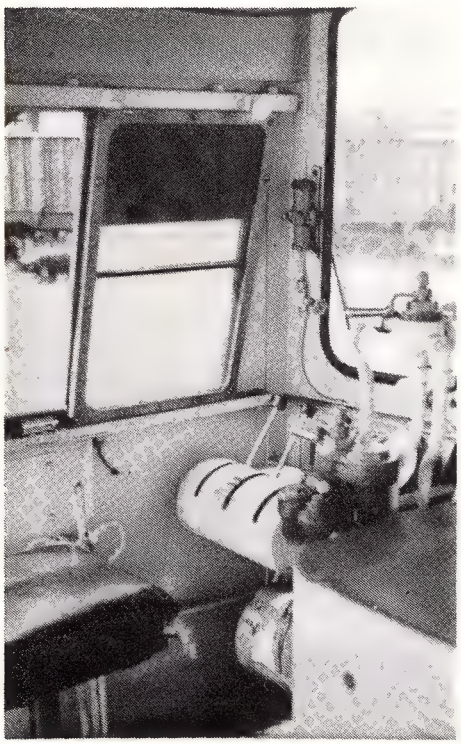
Allotment List, 1981

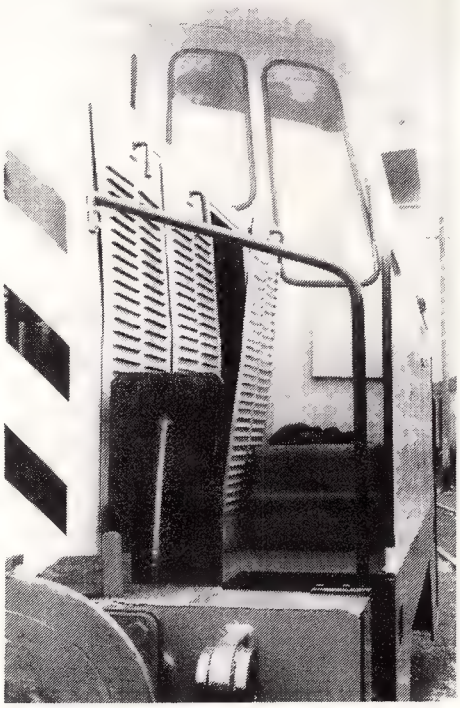
101	Wauchope	209	Armidale
102	Petersham	210	Leeton
201	Eveleigh	211	Gosford
202	Chullora	212	Spare
203	Delec	213	Temora
204	Delec	214	Coffs Harbour
205	Gunnedah	215	Griffith
206	Cardiff	216	Narrandera
207	Queanbeyan	217	Murwillumbah
208	Wagga	218	Broadmeadow

Allotment List — February 1984

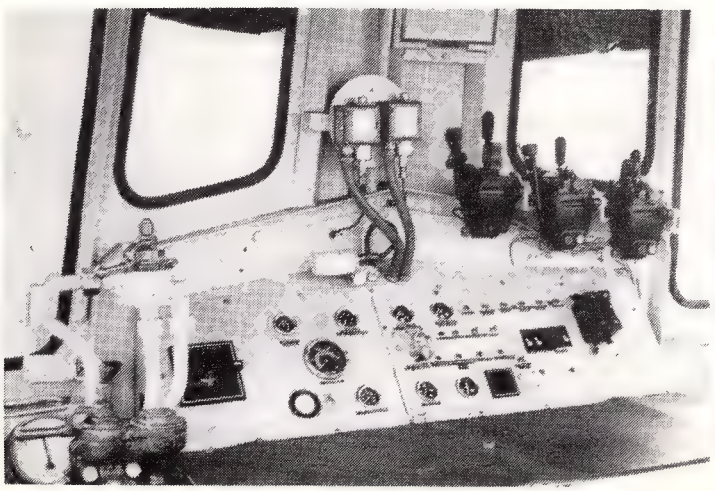
101	Petersham	209	Armidale
102	Wauchope	210	Leeton (Junee Depot)
201	Eveleigh Carriage Works	211	Gosford
202	Chullora	212	Eveleigh Loco Works
203	Delec	213	Eveleigh
204	Delec	214	Coffs Harbour (Grafton Dpt)
205	Gunnedah	215	Griffith (Junee Dpt)
206	Cardiff	216	Narrandera (Junee Dpt)
207	Queanbeyan	217	Lismore (Casino Dpt)
208	Wagga (Junee Dpt)	218	Broadmeadow (Newcastle Dpt)

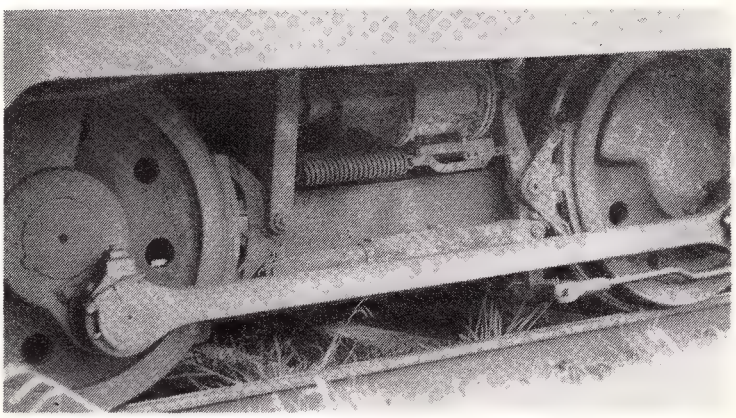
Other locations to which X200s have been allocated: Yass Town, Campbelltown, Yeerongpilly, Kempsey, Moree, Lismore, Tocumwal, Rozelle, Botany, Homebush Saleyards, Junee, Temora, Bathurst, Mudgee, The Rock, West Tamworth, Cowra.



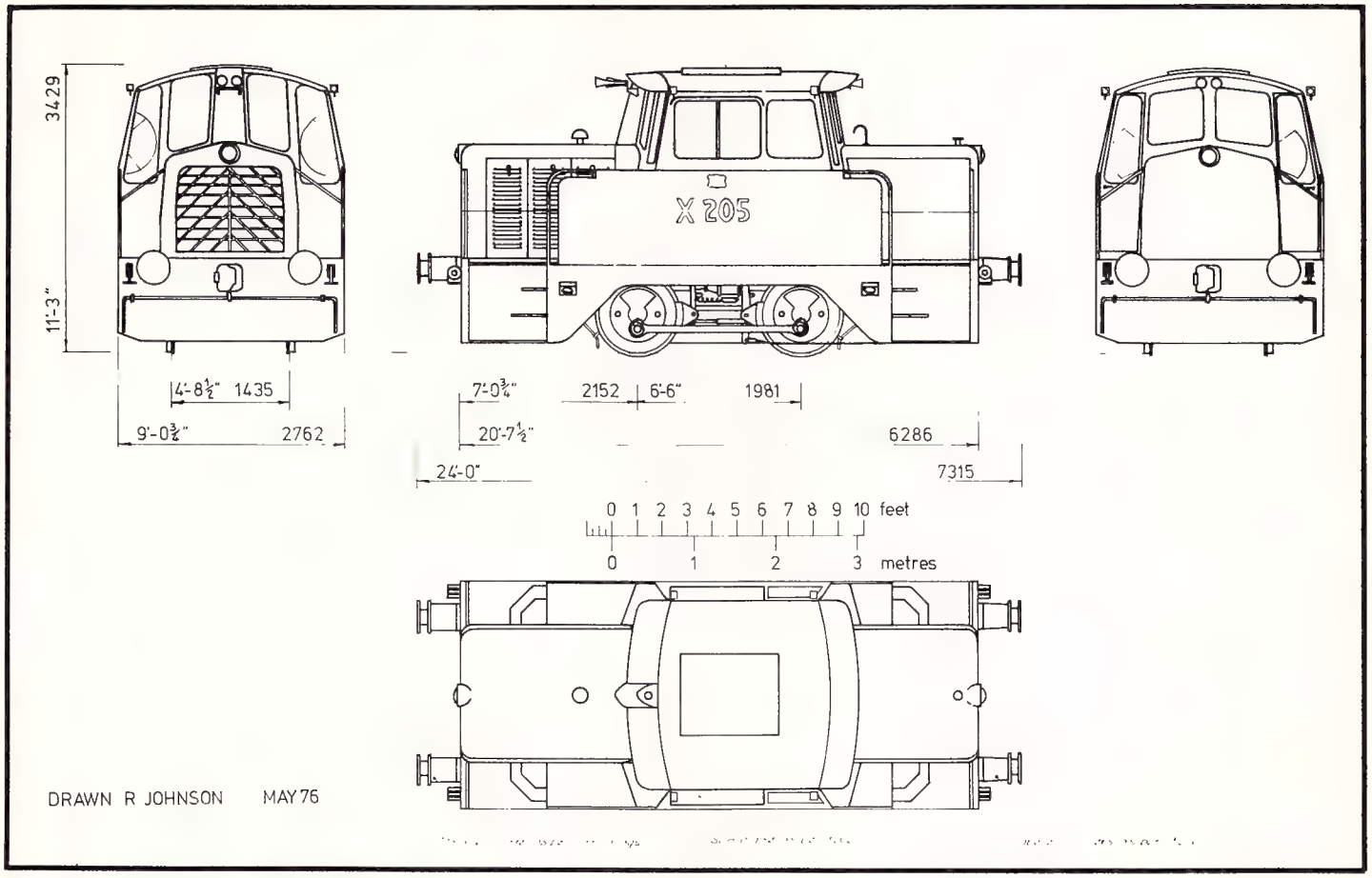


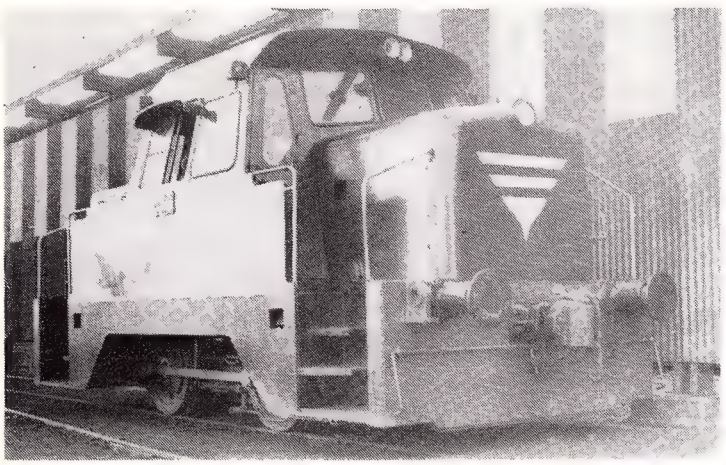
The photos above and below illustrate the driving controls and the cab detail of the early series X200s.





Brake gear on the short wheelbase, early series X200 class tractors.

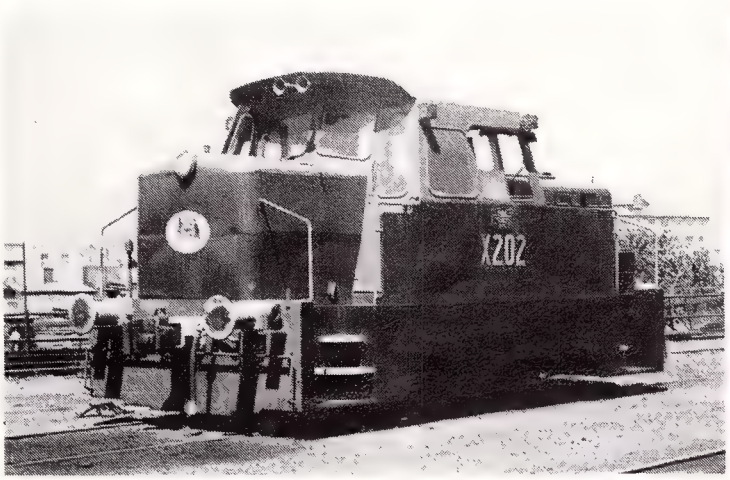


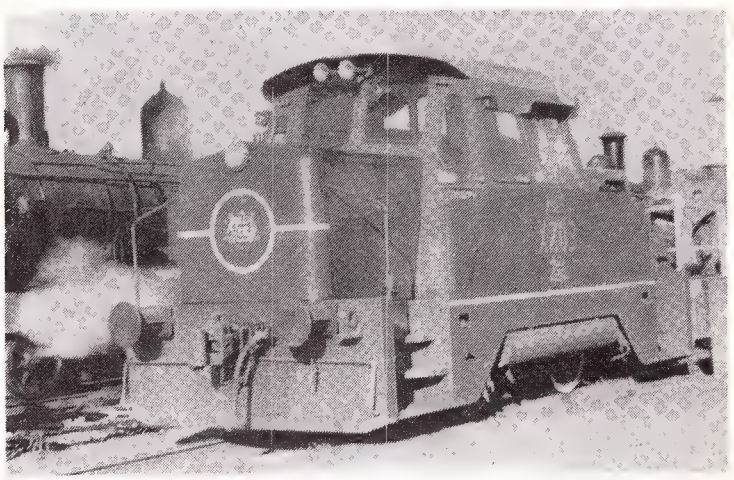


These two photographs show the different markings on the nose of the early series X200.

X204 at Eveleigh. These yellow markings were applied to the Indian Red livery (April 1981).

Yellow X201 at Eveleigh in 1977. Note the black striping on the radiator cowl and the road number on the pilot.





Another two photographs illustrating nose markings.

X202 carries the 'duck-egg' emblem on the Indian Red livery. The emblem is the multi-coloured New South Wales coat of arms on a white background (November 1974).

X203 at Wagga Wagga on 20.9.65 with the standard New South Wales coat of arms on the original red livery. Note the external air reservoir below the skirt now located inside the short nose housing.

X207 alongside Eveleigh Foundry in standard markings and Indian Red livery as seen upon the later series tractors. Note the removal of the T shaped exhaust deflector.

Freshly completed X216 at Chullora. Photos AMRM Collection.

X200 Class Diesel Rail Tractor
Class Nos. X201-X218

Builder – Department of Railways, New South Wales, Water Supply Workshops, Chullora

First Unit in Service – 2 December 1963

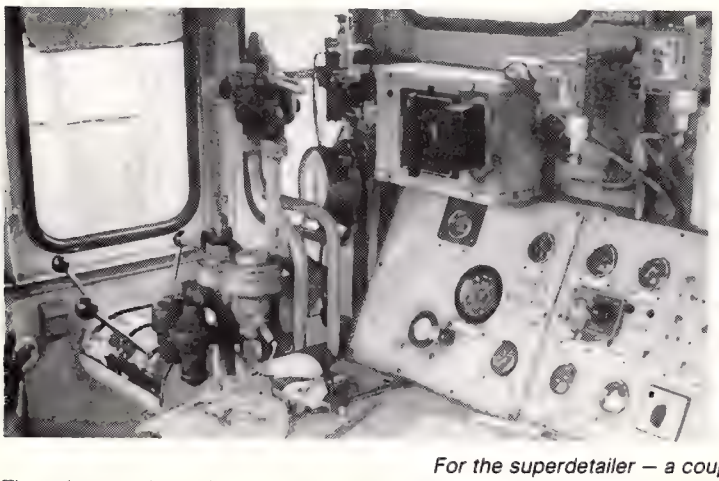
Performance

	X201-206 (Hercules Engine)	X207-218 (Cummins Engine)
Continuous Tractive Effort	17,750 lb at 2.5 mph	17,750 lb at 3.6 mph
Maximum Speed	24 mph	32 mph

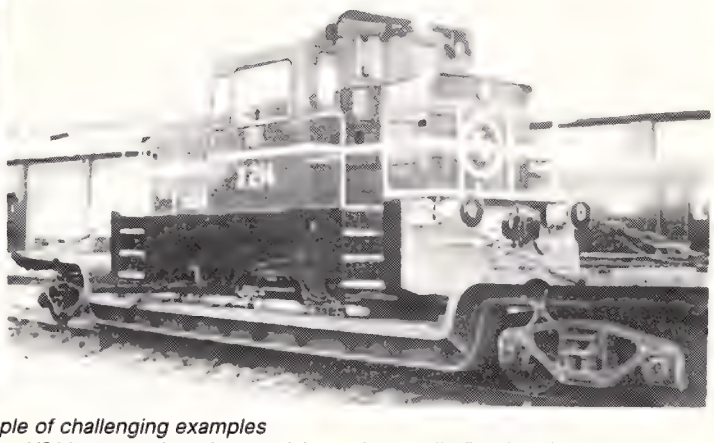
General Design

Engine Model	Hercules DFXH-F	Cummins NHRS-6-BI
Engine Type	Naturally aspirated 4 stroke	Scavenge blown 4 stroke
No. of Cylinders	6	6
HP of Engine	260 at 2100 rpm	290 at 2100 rpm
HP available for Traction	200	260
Transmission Type	Allison CRT5631-8	Allison CRT5631-6
Final Drive Type	Dept. design	Dept. design
No. of Final Drives	1	1
Type of Drive	Cardan shaft transmission to final drive. Coupling rod between axles	Cardan shaft transmission to final drive. Coupling rod between axles
Axle Load	15 tons	15 tons
Total Weight	30 tons	30 tons
Wheel Arrangement	B	B
Wheel Diameter	36"	36"
Wheelbase	6'6"	7'0"
Length over Headstocks	20'7½"	20'9"
Length over Coupling Faces	24'0"	24'1½"
Height (max.)	11'3"	12'7 1/16"
Width (max.)	9'0 3/16"	9'0⅜"

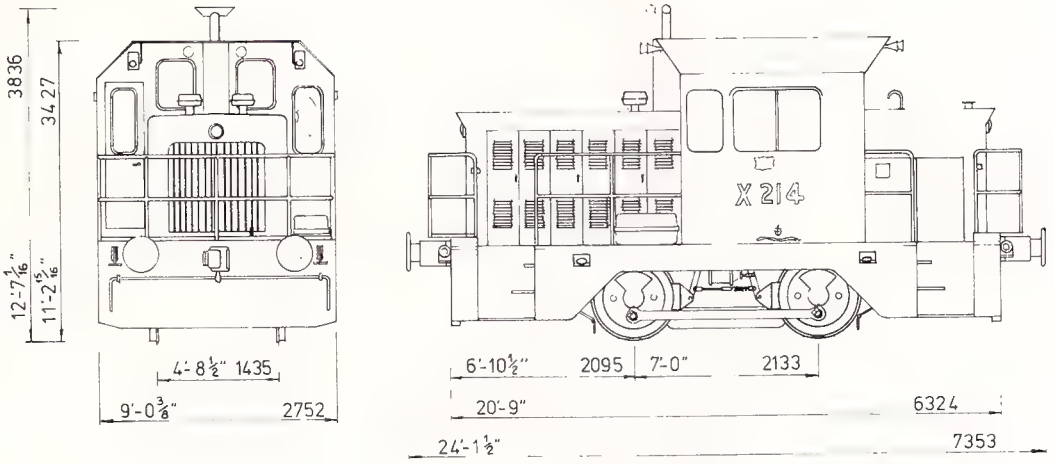
motive red colour scheme of the day and still are, with a few exceptions. We will look at these later. Initially, the first six units were despatched to country locations such as Wagga Wagga, Narrabri West, Lismore and even Tocumwal where, doubtless, it would have worked alongside an RT on the 5'3". X202 drew the Yass Tramway, replacing the Z13 class on this roster although failures during the



The cab control stand on the later series X200 class. Note that many of the components were used from the steam era.

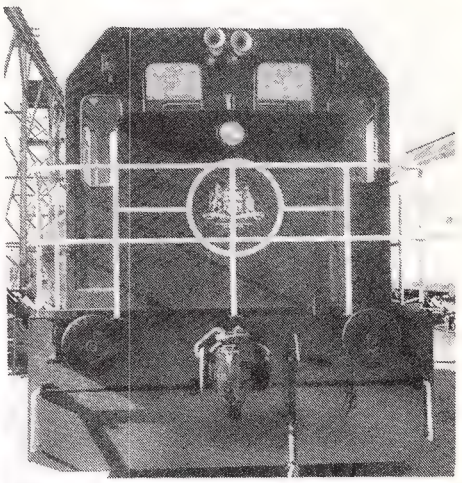


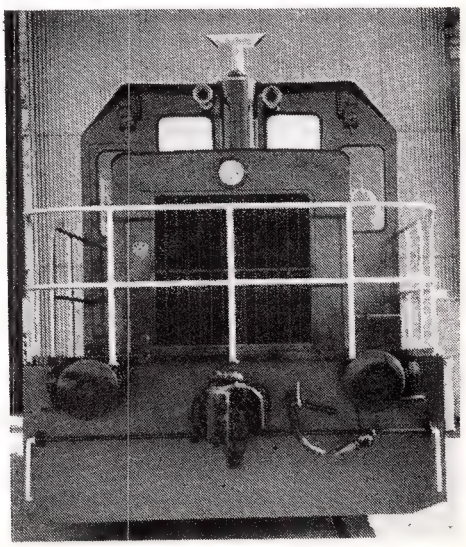
For the superdetailer – a couple of challenging examples
X214 mounted on the special carrying cradle fitted to the well wagon. Note the Public Transport Commission arrows and the tractor number on the nose panel.



DRAWN R JOHNSON MAY 76

Type:- B Centre Cab Diesel Hydraulic Rail Tractor
Class:- X200 Series 2
Road Numbers:- X207- X218
Max Speed:- 24mph





X208, Botany yard shunter. This tractor replaced the C30 class tank engine shunting the Botany (Banksmeadow) sidings. It stayed at Botany all week, departing on the Saturday afternoon to Eveleigh for servicing, returning again early Monday morning. X208 also worked short haul runs up to and including the Commonwealth siding at East Botany, with CHG van always attached. Generally it worked the yard with a standard four wheel shunters/brake truck attached. Photographed by Bob Gallagher in 1969.

winter months saw the return of 1301 until heaters were provided for driver comfort.

The second group of six, X207-212, did not materialise until 1967 and sported not only the uprated Cummins engine but a new appearance as well. The plan and photos graphically illustrate this new design, a design more like the hood on branchline locomotives of the 49 class. Also they had a longer wheelbase, 7'0" outer bogies from the 60 class.

With more units in service, new rosters were added and many revised. Carriage works Eveleigh got its first X200, X208 in July 1967 and others were soon to follow, to be allocated to country destinations as well as the workshops. The third order of six, X213-218, began arriving in May 1968 and the last unit X218 entered service in December 1968, interestingly replacing X202 on the Yass Tramway.

It would be impossible to list all the movements of the X200 class; even to list all the places they have worked was difficult and the

X205

X202

X201

X201

X206

X203

X209 illustrating the silver roof and the part vees on the long hood. Note the lack of emblem on the cab side, but the raised section of the builders plate are yellow. Photo by Bob Merchant at Armidale.

A slightly battered tractor, X214. Note the line around the body, the PTC L7 emblem in a circle on the short hood and the omission of the builders plate. Photo by Mark Daniel at Coffs Harbour (September 1982).

This group of photographs illustrate the livery, lining and emblem variations utilised on the second series X200 class.

X212 with a silver roof, duck egg (PTC) emblem on the cab side and vee stripes on the short hood. The long hood had part vees, as per X208 on page 27. Note the colour of the horns when compared with 209 and 214. Photo by Alan McKenna at Wagga Wagga (January 1980).

X214 shows the lining around the tractor body and emblems, the coat of arms in a circle on the short hood and below the road number on the cab side. Note the builders plate which is black highlighted in white. Photo by David Cooke at Coffs Harbour (August 1978).

COLOUR CAPTIONS

Top Row Left: *X205 repositioning 7315 after Eveleigh workshop overhaul (17.8.82).*

Top Row Right: *Chullora Workshop shunter, X202, at Eveleigh for overhaul (5.2.83). The green band and waratah are the customising touches applied by the workshop (Chullora).*

2nd Row: *The Cardiff Workshop shunter's turn for overhaul at Eveleigh in July 1977.*

3rd Row Left: *X201 when first painted yellow in March 1974. Note the richness of the colour and the painted numbers in lieu of the more usual brass numbers.*

3rd Row Right: *X201 when repainted yellow after next overhaul in July 1977. Note the lighter shade of yellow, the black nose bands and customised (Eveleigh Carriage Works) lettering on cab side.*

4th Row Left: *Once blue, X206 at tropical Cardiff Workshops. Note the chrome numbers, the nose band (differing from X201 above) and the weathering. Photographed May 1983.*

4th Row Right: *X203, the only tractor to date to have received the 'candy stripe' livery at Eveleigh Workshops on 25.11.83.*

Unless otherwise mentioned all photographs by Graham Ball.

list is by no means complete. Further, they are quite interchangeable after overhaul. At one stage, all six of the X201-206 series were allocated to Sydney locations but not so at present. Some of the more interesting rosters, however, can be discussed.

We have already mentioned the Yass Tramway. Another roster involved the Campbelltown coal loader. When not required for this work, the unit often worked the wiring train on the Liverpool- Campbelltown electrification. Trip working was common, particularly in the Sydney and Newcastle areas. Many were replaced at the larger centres by the 73 class, Yeerongpilly (Brisbane) being one such place. A current allotment list is provided at the end of the article, together with some other locations to which the X200 class have been allocated.

Controls are straightforward with duplicated brake controls and engine controls. The engine controls on each side of the cab are hydraulically linked. The class were designed to be operated by a driver only.

The modifications have been few, the main one being the engine swap on X201-206. Independent brakes were fitted and the X207-218 series had a hinged flap replacing the Tee exhaust outlet. Painting has been one area in which the X200 have achieved fame. X206, the Cardiff Works' Shunter, was the only locomotive to be painted PTC Blue. This happened in May 1973. It returned to normal in July 1977.

Note also the variations in the lining on the tractors in the black and white illustrations.

A close-up view of the builders plate. Photo by David Cooke.

For those modellers who have two X200s: X207 on LLW 590 being shunted by X209 (plus L 47 brake truck) at Armidale, April 1980. Photograph by John Curry.

A regular rail tractor roster was the employees' train from Newcastle to Broadmeadow loco in the weekday morning, returning in the late afternoon. X218, with a single CCA end platform carriage, passes Broadmeadow signal box en route to loco with the afternoon service, No. 827, on 8.4.71. The public were conveyed in both directions between Newcastle and Broadmeadow. Peter Neve photograph.

Contructing an SWF Wheelset Carrier

Continued from page 22.

Painting

I mixed a combination of Humbrol Coal Black and Matt White to get a weathered grey for my wagon. If you numbered your wagon in the L series then SRA red would be appropriate. The wheelsets should be painted in a weathered black with the flanges and axle stubs a rust colour and the wheel faces black to represent an oily finish. New wheelsets are usually painted a mid-grey colour and have wooden covers over the axle stubs.

Numbers

There are seven wagons that I have seen in the SWF class; they are 1187, 2156, 6134, 7256, 8334, 8654 and 15202. Others on the L roster are 134, 435, 479, 571, 943 and 1903. The code and number appear in a central position on the cradle. The wagons are also stencilled "To Run Between CSC Waratah & Clyde Wagon Works". ▪

Normal was, in fact, not red but yellow with black below the running board. The PTC colour scheme, by the way, was blue with a white band and wings, white roof and yellow pilot. The black and white photo does not do it justice (so we decided to use colour — Ed). Another colourful unit is X201. It is also yellow, black below the running board with black stripes and named Eveleigh. To facilitate its work at Carriage Works, it was fitted with buffing plates in 1974.

Today most enginemen would consider them rough riding, in fact Broadmeadow's is confined to yard. However, in the past they were used for quite a lot of trip working. X218 even delivered itself to Yass after acceptance. The more usual way of moving Rail Tractors to and from workshop is on a low loader, coupled immediately behind the locomotive. This is well illustrated.

The X200 units are a delightful little locomotive, a dramatic contrast to the big power of today. However, in model form they have not been all that obvious. The best known model is Col Shepherd's O gauge one which is seen at so many exhibitions. In HO there have been a few scratch-built models including one that frequented the Warrimoo Club. Stephen Johnson Models produced a limited run in 1982 and reports to hand suggest that Berg's Hobbies will be producing an X200 for the loco market.

I must thank Graham Ball for his assistance in preparing this article. The main reference has been early copies of Railway Digest and lots and lots of questions. Special thanks also to Peter Neve and Phil Robinson for their assistance with technical and allotment details. ▪

IMPROVING THE PERFORMANCE OF THE LIMA 38

My layout has always had goods yards and main lines independently powered. This always gave rise to jerky performance when the Lima 38s moved from the mainline to the yard.

The method I used to overcome this may help other modellers. It is quite simple and only minor soldering skill is required.

Firstly, obtain a piece of P.C. board (Tandy or Dick Smith) and cut a piece 45mm long by 9mm wide — the measurements are not critical. Clean up the copper surface with steel wool and place a dob of solder on each end. Glue this PC board to the base of the loco under the boiler and between the wheels using contact adhesive. Solder two pieces of copper wire to the rear dob such that they contact the inside of the front and middle driving wheel on the side with the traction tyre. Run a piece of insulated wire from the front dob of solder to the appropriate side of the motor. Test run the loco without the tender.

This system has proven so successful that I have removed the tender pickup from one of my locos. Minor variations of this have been successfully used on a number of locomotives, both diesel and steam.

by Barry Wood

AUSTRALIAN NATIONAL ROLLINGSTOCK RECODINGS

The following tank and freight cars have been recoded for the Dry Creek Bogie Exchange. The fourth letter 'L' denotes limited exchange bogies on the AN system only and is designed to differentiate which cars can be exchanged to prevent delays at the Automated Exchange Centre.

Old Class.	Present Class.	New Class.	Serial Nos.
STM	STM	ATML	302, 332, 334, 335
TV	TV	ATML	4864, 105, 8464-8466
STBC***	STBC	ATBL	451-457
STPC***	STPC	ATBL	402, 403, 405-412
TC	TC	ATBL	441-444, 8469, 8474, 8473, 8497, 8495, 8488
TOH	TOH	ATBL	2040, 8492, 8498
STC	STC	ATBL	103
TCA	TCA	ATCL	4897, 8425-8427, 8429-8432, 8482-8484
	TOB	ATCL	1650, 8428
STS	STS	ATSL	19-22
STSC***	STSC	ATSL	16-18
	TS	ATSL	8476, 8477, 8781
STZC***	STZC	ATZL	501-507, 509-511
TCO	TCO	ATOL	4-6, 12, 14, 20
TOK	TOK	ATKL	2593-2597
TDF	TDF	ATDL	14
	ATBY	AFBL	1-34
	ATFY	ATFL	8559, 8572, 8574, 8621, 8695
HCA*	APCY	APCL	1-6
SE**	ALXY	ABXL	1-3
	AFWY	AFWL	1

*** Ex SAR narrow gauge tankers
** Ex SAR 2 cell cement hopper
* Ex SAR explosives van.

Pete Smith

HOW TO FIT KADEES TO BRASS STEAM LOCOS

By Bill Roach

A constant grievance I have about imported brass locomotives is the fact that no provision is made for the fitting of Kadee couplers to the front of the model. The manufacturers go to great pains to ensure the tender has a mounting plate at the exact height and with tapped holes to accept a standard Kadee No.5 coupler. Some even have the forethought to place a central tapped hole for the fitting of a No.16 coupler. This latter type is the one I invariably choose for my models in order to avoid the possibility of buffer lock.

In my experience, steam locomotives are known to have used their front coupling for several different purposes:

1. Shunting (boiler facing train).
2. Rear-end banking.
3. Coupling of an assistant engine (double heading) in front.
4. Tender-first running.

With the possible exception of rear-end banking, all the above are impossible to portray in model form with steam locomotives as supplied, due to the fact that they are fitted with 'hook' type draw-gear, impractical for model use to my way of thinking. Recently we have seen the innovation of sprung draw-gear, but it's just as useless as before.

Over the years I have tried several methods of fitting Kadee couplers to the front buffer beam. All my early jobs involved cutting a fairly big hunk out of the buffer beam and fitting a drilled/tapped mounting block under the front of the running board — similar to the tender arrangement mentioned above.

More recently, however, I have hit on the idea of using the square hole through which the sprung hook draw-gear is fitted to mount a modified Kadee No.5 coupler.

My method is as follows:

1. Remove hook gear by cutting the innermost part of the shank; the spring should be easily removed and the shaft should pull straight through.

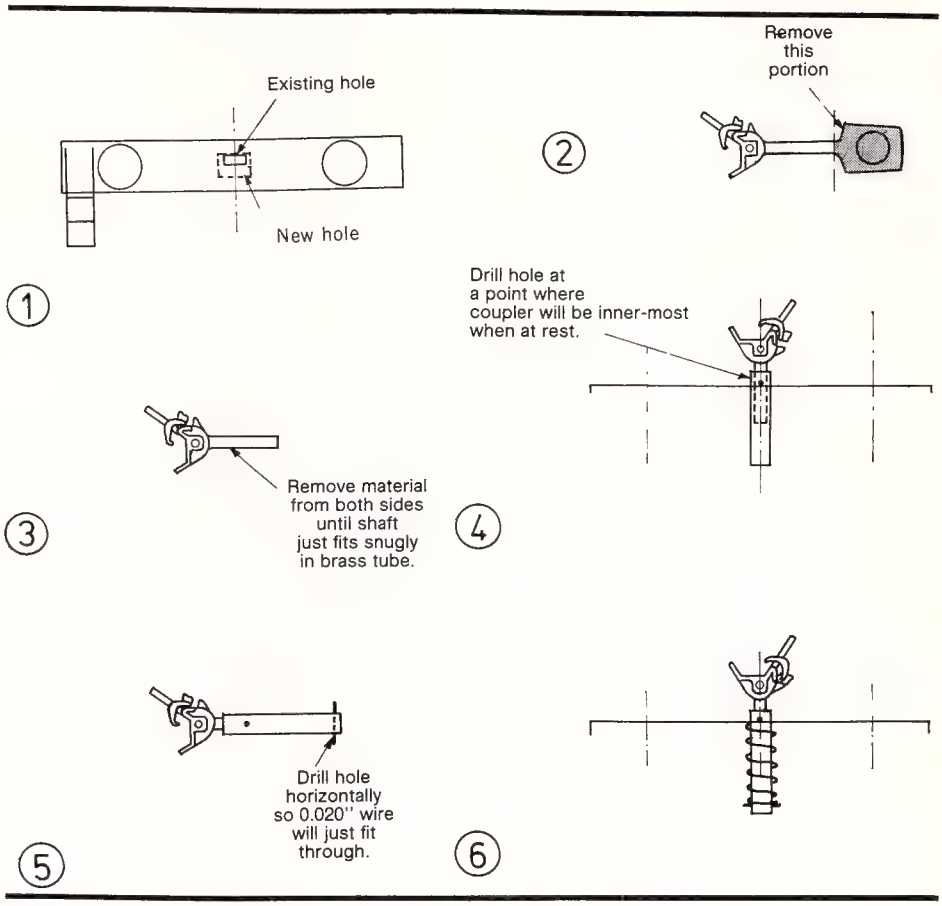
2. Using a square shaped needle file, enlarge the square hole to just accept the square brass tubing (smallest size) available for K&S brass products range. I am not sure of the exact dimension of this product but it is approximately the same outside dimensions as the shank on a Kadee No.5 coupler. Note when doing this to take the cut lower into the buffer beam (see diagram 1).

3. Take a Kadee No.5 coupler and remove the round retaining lug (see diagram 2).

4. Using a flat file, remove sufficient metal from the sides of the remaining shaft of the Kadee to enable it to just fit in the square-shaped brass tubing. You should not need to remove any material from the top or bottom of the shank as it is already just the right size to fit (see diagram 3.).

5. Slide brass tube over shaft and drill a small hole through both at the same time. The position of the hole should be approximately 2 or 3mm behind the actual coupler, depending on how far out in front of the loco you wish the coupler to be situated (see diagram 4).

6. The hole mentioned above should be just large enough to fit a small piece of brass wire through (0.020" would do). Place such a piece of wire through the hole so that it is flush with the top of the brass tube and sticks out underneath by about 1 or 2mm. Solder or superglue in place. The purpose of this is twofold: *(a)* it keeps the coupler from resting hard up against the buffer beam; and *(b)* it holds the Kadee and the brass tubing firmly together.


Existing hole
New hole
1
Remove this portion
2
Drill hole at a point where coupler will be inner-most when at rest.
Remove material from both sides until shaft just fits snugly in brass tube.
3
4
Drill hole horizontally so 0.020" wire will just fit through.
5
6

7. Cut the brass tubing to a length so that it protrudes through the inside of the buffer beam by about 5mm and clean up the end so it is square again (side cutters will flatten the tubing when it is cut).

8. Drill another hole, horizontally this time, through the far end of the brass tubing (see diagram 5).

9. Obtain a short piece of compression-type spring, about the same length as the distance between the two holes you have drilled. A good source of this, if you have some old open-frame motors, is the brush springs on top of such motors. I have found them to fit perfectly.

10. Assemble the whole arrangement and secure the new bit of 0.020" wire with Superglue or solder (see diagram 6.).

The advantages of this system are easily evident as they are explained earlier on in this article. One other side benefit is that you can still fit the loco number on the buffer beam, something which was nigh on impossible with the standard Kadee coupler pocket fitted.

There is one disadvantage and that is the electrical conductivity of the assembly. However, this will only be a problem if you couple two similarly treated locos boiler-to-boiler — a rare occurrence.

Good luck! ▪

The People Behind The Model Dockyard

Continued from page 17.

One of the bonusses of managing the Dockyard has been the making of friends overseas. The principal of Fulgurex, Count Antonio Giansanti Coluzzo, is one such friend. The Count has the world's greatest collection of commercial model trains in his chateau in Lausanne, Switzerland. Peter and Patti have spent many happy hours admiring that collection, so it is not surprising that Peter has become a tinplate collector himself.

The Ducketts are both quite weary after slogging through the business of disposal of assets and franchises and the multitude of statutory requirements. With that behind them, they can now relax and find more time to follow up neglected interests. We wish them many happy years of doing just that. ▪

MT. WILSON

Continued from page 16

Rollingstock is the responsibility of individual members of the club. However, we have found that fine scale wheels or Lima wheels will operate satisfactorily through the points. The track was laid with spiral easements into 30"/32" radius curves. This allows long trains to easily negotiate from straight to curve. We have used Kadee under-the-track uncoupling magnets and would recommend against their use on any main line section. Although they work well when shunting, trains may occasionally baulk on the main line and sometimes uncouple unintentionally.

Much has been learned by all the members of the club on building layouts and getting the best performance out of locomotives and rollingstock. ▪

MODELLING MAQUETTES

An exercise in 'N' scale by Gary Squire

Have you ever gazed dispairingly at the progress of your model railway and wondered if you'll ever complete it? Have you ever contemplated taking out your modelling tools, only to be confronted with your wife's latest demands that you paint the grass, water the architraves and mow the plants?

After five years one begins to doubt if the golden spike will ever be hammered home. And if you're like me, the tedium of such never-ending labour must occasionally be spiced with short-term diversions, if only to remind one of the pleasures of completing a project. In my case these have usually taken the form of a loco kit or conversion, or the odd scratchbuilt or repainted coach.

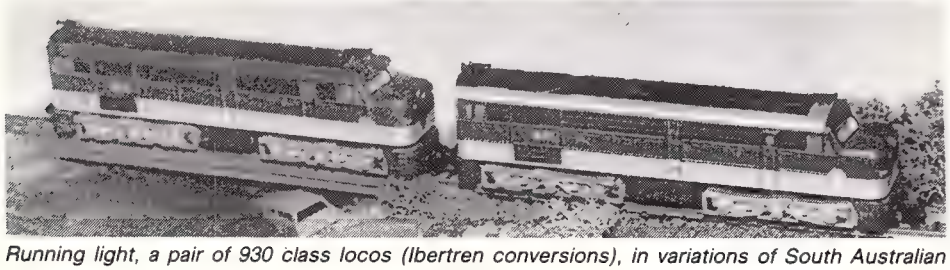
But in searching out new horizons, I recently discovered the French term 'maquette' which has been adapted by artists and sculptors to mean a small scale model or impression of the final work. Rodin's housekeeper, for example, probably swept dozens of little clay 'Thinkers' and 'Balzacs' from under his bed prior to the completion of his renowned masterpieces.

The concept of translating the maquette (or more loosely, 'muckette') for model railway use enthralled me; here I could experiment to my heart's content with all those exotic scenery techniques, many of which could never eventuate on my humble N gauge layout. I do not like waste, however, so I decided my maquettes would serve as photographic and display diorama-ettes.

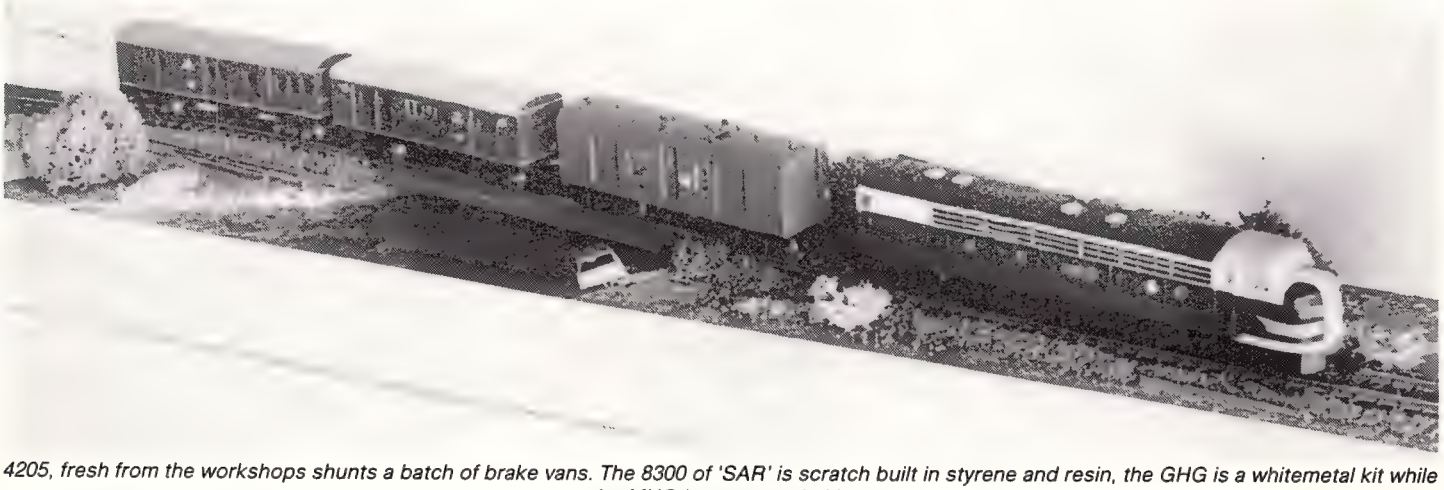
Of greatest fascination to me has always been the various methods of creating water, in particular with casting resin. And, of course, to accompany water, the various bridges and viaducts employed to cross it. Thus my first maquettes have centred around these themes.

Using 600m x 100mm x 25mm balsa as the basis, I carved the rough shapes required for landscaping and river beds. The low bridge was effected with Plastruct UBs directly supporting the track, whilst I made the trestles for the second maquette from balsa and other modelling timbers. The design was based upon typical Australian practice. I painted the multi-hued timbers a blend of white, black and various greys to age them, after assembling and mounting with PVA. The bridge sections are Peco units installed the wrong-way-up and matt-sprayed to remove the plastic sheen.

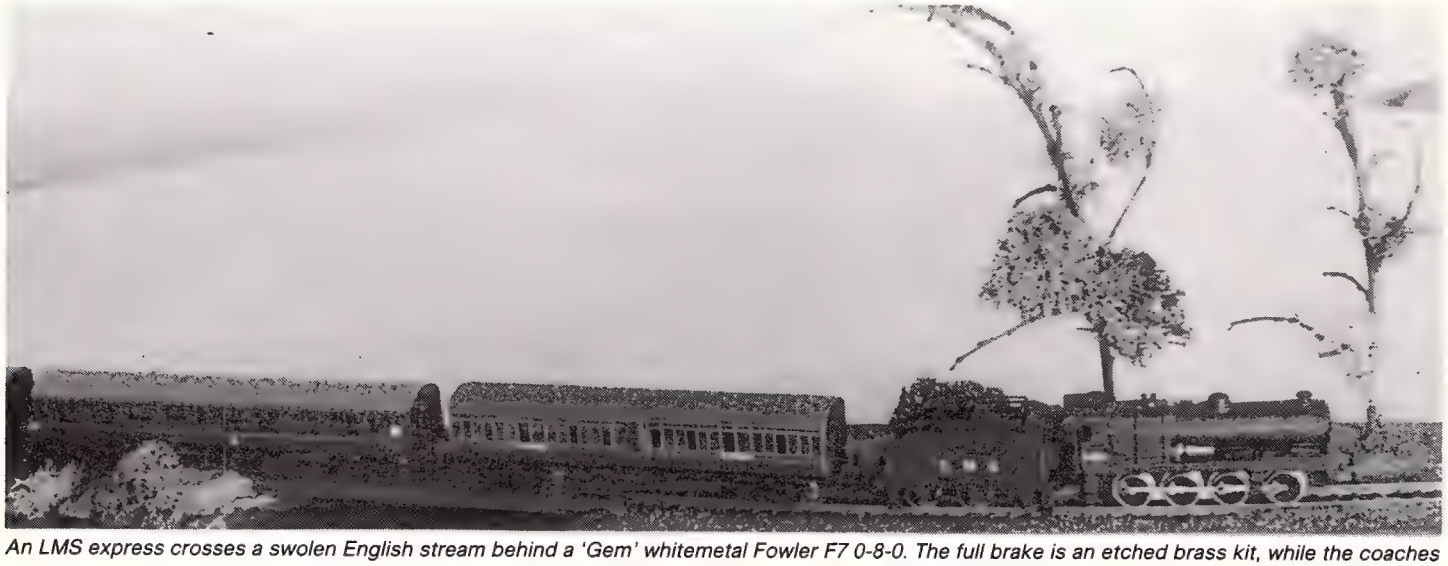
Because I could not tack the tracks to either the balsa base or trestle, I selected At-



Running light, a pair of 930 class locos (Ibertren conversions), in variations of South Australian Railways maroon and silver.



4205, fresh from the workshops shunts a batch of brake vans. The 8300 of 'SAR' is scratch built in styrene and resin, the GHG is a whitemetal kit while the MHG is a cast resin kit.



An LMS express crosses a swolen English stream behind a 'Gem' whitemetal Fowler F7 0-8-0. The full brake is an etched brass kit, while the coaches are Lima.

las, a particularly stiff flextrack suitable for contact gluing. I ballasted employing the usual method of crushed gravel, detergent wetting agent and diluted PVA; I find this method second to none.

Modelling plaster built up and shaped the landscape as desired but I left exposed the angular tears, rends and cuts of balsa for the river bottoms, painting these in a variety of light and dark shades to increase perspective under the water.

Trees were made of selected twigs bedecked with lichen, with different flavours of lichen for shrubs and plants and underwater flora. I liberally sprinkled various crushed gravels throughout, reserving the pale quartz for the river bed. Larger rocks 'borrowed' from a friend's blue metal pile were dotted about for additional effect.

I reefed a car and a rowboat from my spares box and suitably wrecked, rusted and aged them for desertion on the river banks half submerged.

Before casting the water in each case, I edged the maquette bases with a sheet styrene frame. Then followed the coup-de-grace. For my first effort I mixed a small amount of amber colouring with the resin and hardener, to be left out as superfluous on the second model. Another initial error was to pour too much resin at once, causing excessive shrinkage (away from riverbanks, etc.) on drying; I did two pours the second time and achieved a more stable result. Nevertheless, I am basically pleased with both efforts; despite the shallowness of the resin, a real variation of depths has been attained with the use of plants, paints and rocks. In my next endeavours I will, perhaps, float boats or add fishermen with rods and lines. I might also try to sculpt the water surface with waves and foam to achieve the effect of a fast flowing stream.

For future projects I see tunnels, cuttings, seaside cliffs, level crossings — an abundance of subjects to be rehearsed for future layout use, or made simply to enjoy the pleasure of creation.

All types of fencing, telegraph and high voltage poles, signals, line-side buildings and tents, catenary, abandoned tracks and wrecked rollingstock — all may be modelled on conveniently sized maquettes, to be discarded, stored or displayed at will.

Only imagination can limit the scope of subject matter. I even contemplate a surrealistic suggestion of suspended tunnels using rails laid in clear acrylic tubes — to suggest, perhaps, an underground network exposed for viewing.

My maquettes do not take up a lot of room and do not need inter-relating; if one scene is mid-winter Alpine Europe and the next an AT&SF line crossing a featureless desert, what does it matter? But try doing that on the average 9 x 5 layout!

If your mind wanders as mine does, without loyalty, from one subject to another, from one era to another, from one season to another, from one country to another (or worse, from one scale to another!), then perhaps the maquette might be for you, as it is for me, the perfect way of cheaply and conveniently expressing your flitting interests. If not, then it may at least provide a useful way of practicing scenic techniques. ■

2 Cardboard shops

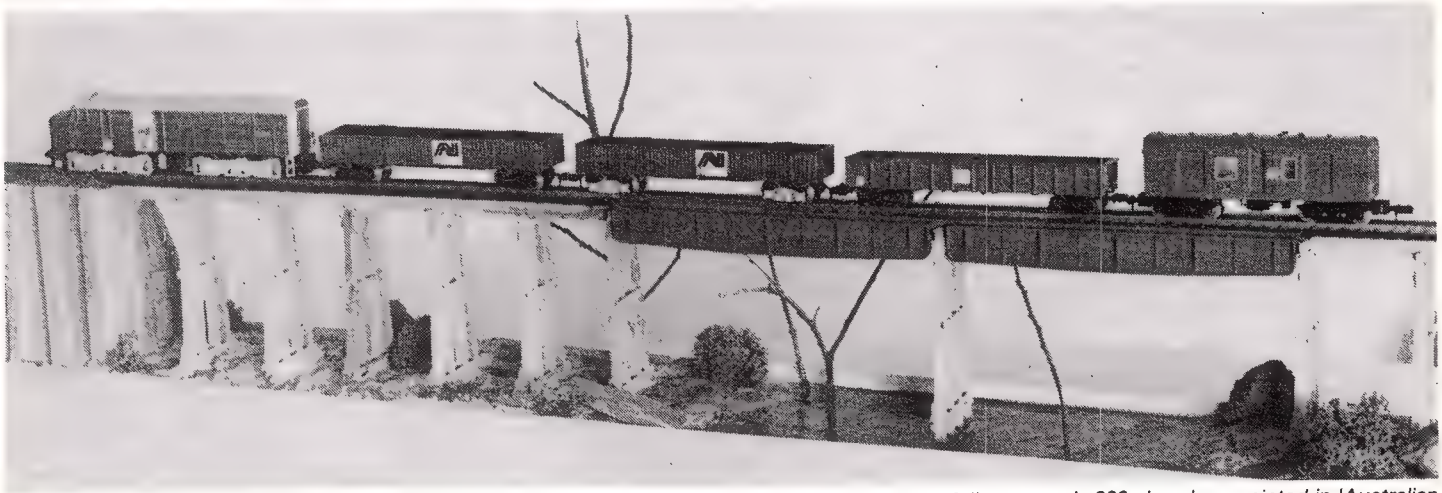
by Peter Kelly

It's wonderful how old cardboard buildings get a new look when a paper roof and Australian signs are added.

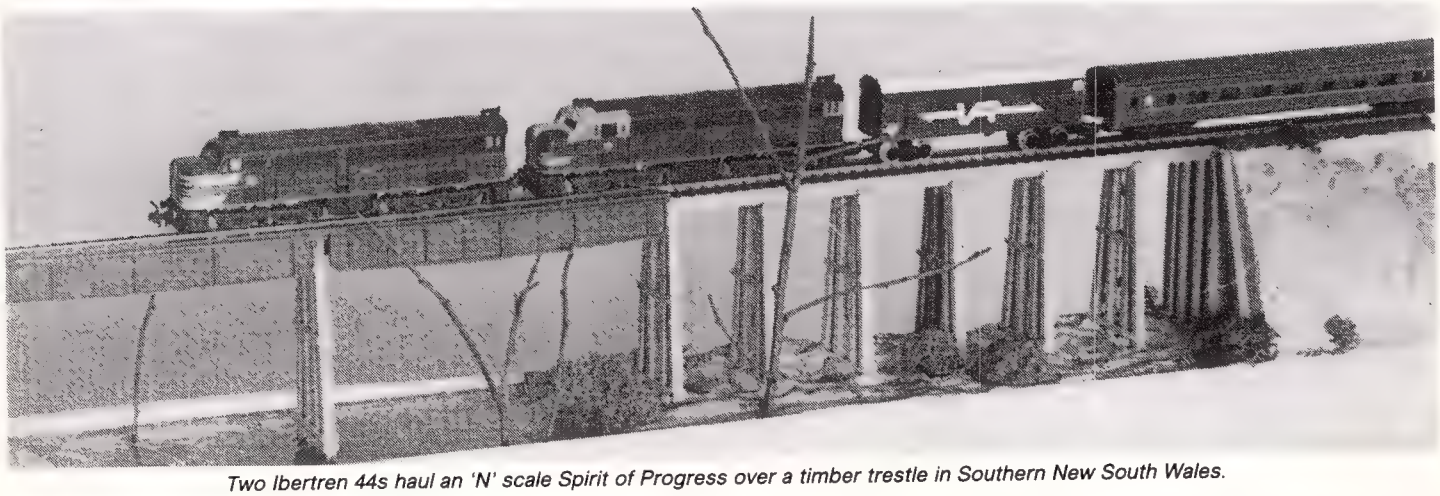
The photo says more than I can.

The signs came from Australian signs sheets as advertised in the magazine, Tiny Signs and an icecream wrapper.

The "Continental" moving van is the Matchbox horsevan with labels from beef cubes boxes from the wife's kitchen.



Somewhere in the South Australian countryside, a rake of empty gondolas and an 8300 brake van follow an early 930 class loco painted in 'Australian National' green and gold.



Two Ibertren 44s haul an 'N' scale Spirit of Progress over a timber trestle in Southern New South Wales.

TRY ANOTHER COLOUR SCHEME

by Phil Curnow

Until the reverse colour scheme was applied to their diesels and more recently the candy stripes came into vogue, the NSWR modeller had an almost unrelieved diet of black wagons and dark brown coaches and locomotives. The VR fan had blue locos and red cars but there was some variety with blue coaches and red wagons, plus a stream of grey SAR rolling stock. Of course, you could introduce more colour with a selection of bogie exchange stock but the parochial modellers would shy away from that I suppose.

I wonder what they would have thought of a system like the WAGR and SAR where nearly every diesel class had a different colour scheme to brighten up the layout. At one stage the WAGR's L class heavyweights had five different colour schemes within the class, while SAR's diesels have had major variations in roof colours or basic body colours. One such was 703 which had a brown and silver roof, then a brown roof, mustard pot colours, and by the time you read this it will probably be green.

Well, the sticklers for accuracy can take heart. There are ways to introduce some colour to your diesel fleet. The first is to test a diesel from another system and here are a few examples of that.

1. NSW was blessed with being the construction base for both Clyde-GM and Goodwin-Alco diesels, as well as being on the delivery route for English Electric locos built for SAR and WAGR. As a result, there was the frequent sighting of foreigners on NSW rails. The GM and Alco products were usually operated on test runs with their own standard gauge bogies or, if built for the broad gauge, they used a special set of Works bogies. They often worked their passage to Albury and I can clearly remember watching a WAGR L class playing with a string of S trucks on the curves near Exeter.

2. As mentioned in the February 1983 issue, the NSWR hired several locos at various times from AIS in Chamberlain Orange. 830 and 600 class from SAR/AN in mustard pot colours and AL and CL from ANR/AN in maroon and silver are others that lingered for a while on the system also.

3. The VR has become well known for hiring ANR/AN diesels of the GM class in maroon and silver and running them on the standard gauge line. Not as well known perhaps was the hiring of WAGR L class for several trials on the standard gauge when they were on their delivery runs. This was part of the lead up to the purchase of the C class. Also the SAR engines usually worked their passage from Bandiana through Melbourne and out to Serviceton. In 1984 two of the W.A. L class have been hired to VLine to run the Albury standard gauge line.

4. SAR/ANR/AN was not as fortunate as the others until Clyde moved to Rosewater. The only foreigners passing through were GMs to Port Augusta and various WAGR classes which after 1970 went via Broken Hill on the new standard gauge and were all on transfer bogies of freight or tender bogie designs. Another concern was that they were all for a different gauge so they didn't work test trips. Of the current crop from Clyde, the only diesels to work trials with trains are those for the VR which work their passage. Locos for W.A. and Hamersley Iron trial on the load tank in the factory.

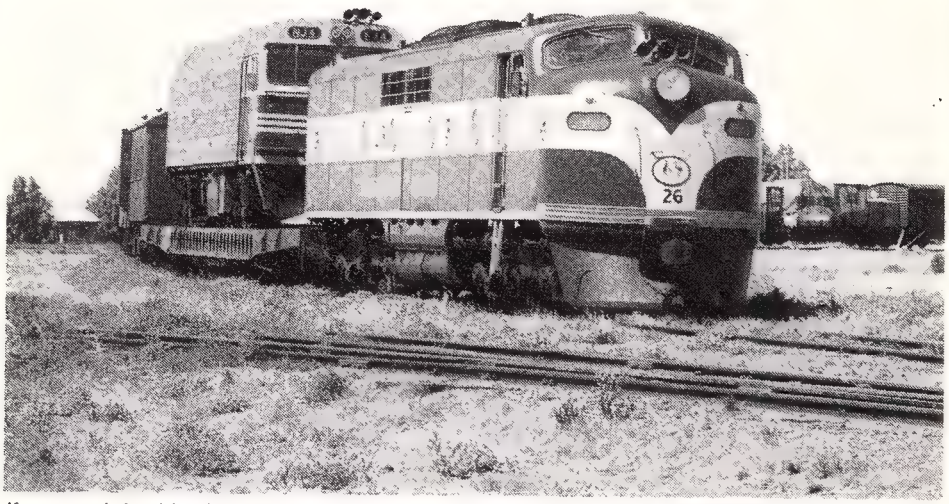
5. A variation of this hiring theme to get colourful diesels is to amalgamate with another railway. The obvious example is AN's decision to change all their diesels to the green scheme. A lesser known example was the Silverton Tramway's diesel which ran for a while in STC's red and white colours before entering Peterborough Workshops to emerge later as mustard pot 874. The VR acquired a diesel similar to one of their T class from Fyansford cement line but this was already in a VR colour scheme with minor variations so it didn't really stand out in the crowd.

6. The second way to add colour to your diesel fleet is to introduce a system of interchange, through running, engine pooling or whatever name you care to choose. Until quite recent times this has not occurred in Australia but is very common in the USA.

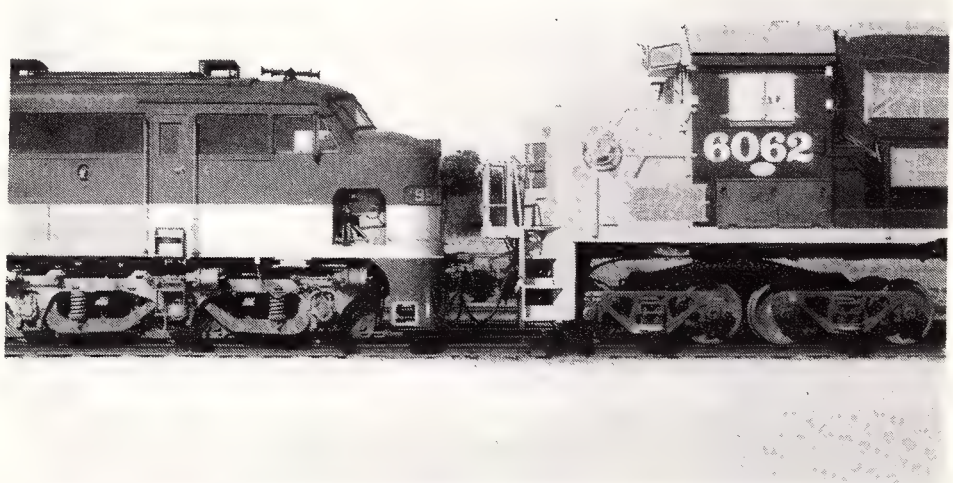
As I write this in early 1984 there is a daily run by C class from Melbourne through to Adelaide on fast goods trains, X and S classes work on the Overland into Adelaide, NSW 80 class and SAR 700 class pooled between Parkes and Peterborough for a while, WAGR L class and ANR CL class pooled between Parkeston and Perth for a while, AN's green GMs have worked the Indian Pacific into Sydney and for a while the GM ran the Indian Pacific between Perth and Lithgow. The NSW's various Clyde-built locos and the VR's X class have run trials between Goulburn and Melbourne and, if we are to believe the rumours, the future for pooling can only become more colourful especially between Sydney and Melbourne.

7. What all of this means is that only the diehard steam fanatic/modeller cannot have a colourful diesel fleet. All you need do is choose a suitable reason to mix colours. After all, the blue C class works with both red and green 930 class diesels in the Adelaide Hills. Mount Newman's F7 diesels purchased in the USA were originally in Western Pacific colours before getting the red and yellow scheme as featured in AMRM.

If you still baulk at the interchange idea because they never connected with the Papuan Desert Sands Railway but you like the colour scheme your wife has chosen you'll just have to fall back on the old adage that if you look hard enough you'll eventually find a prototype for anything. In the meantime, it is doing trials before delivery just like the Clydes that went to Pakistan. ▪



If you can't haul it why not carry the new loco? The Commonwealth Railways operated a narrow gauge line from Marree to Alice Springs. Roger Billett's photo shows GM26 hauling NJ4 on a special flat wagon for the trip to Port Augusta Workshops. Marree, October 1973.

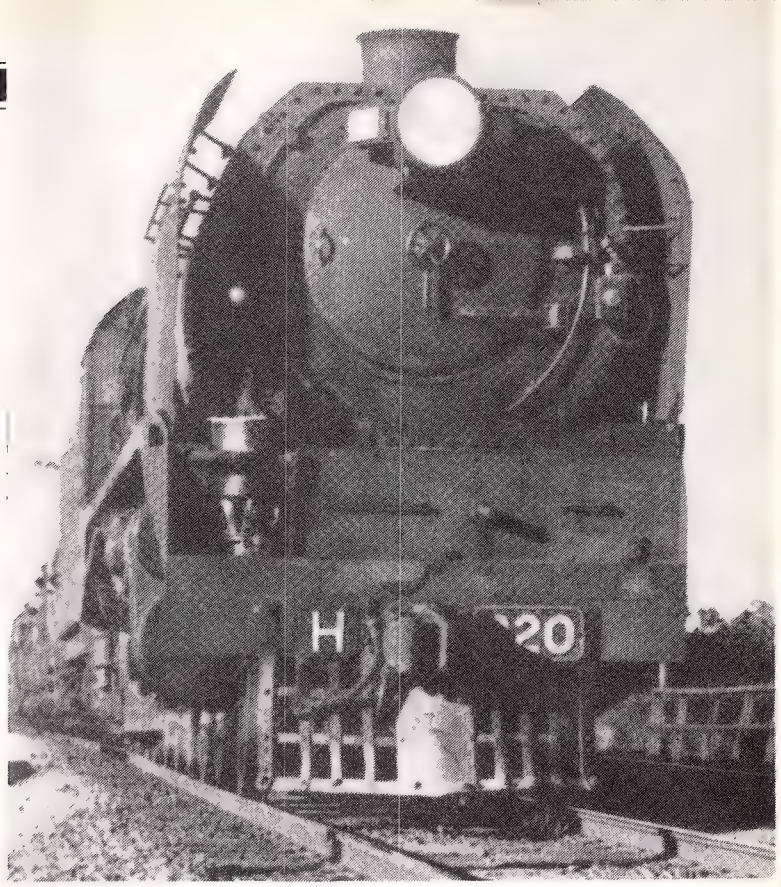


One way to introduce different colour schemes to your layout is to run transfers of new diesels. In this view AN's Alco 954 is ready to haul 6062 over the broad gauge part of its delivery to the standard gauge Hamersley Iron line. The big Clyde-GM is riding on a specially constructed bolster fitted with two freight bogies. The fuel tank, bogies and cowcatcher for 6062 rode on a flatwagon coupled to the diesel. The fifth and last in this order, 6064 was the first new diesel to travel on the Adelaide-Crystal Brook standard gauge line.

A LOCOMOTIVE CALLED 'HARRY'

The Victorian Railways H Class 4-8-4 Steam Locomotive

by Graeme Brown



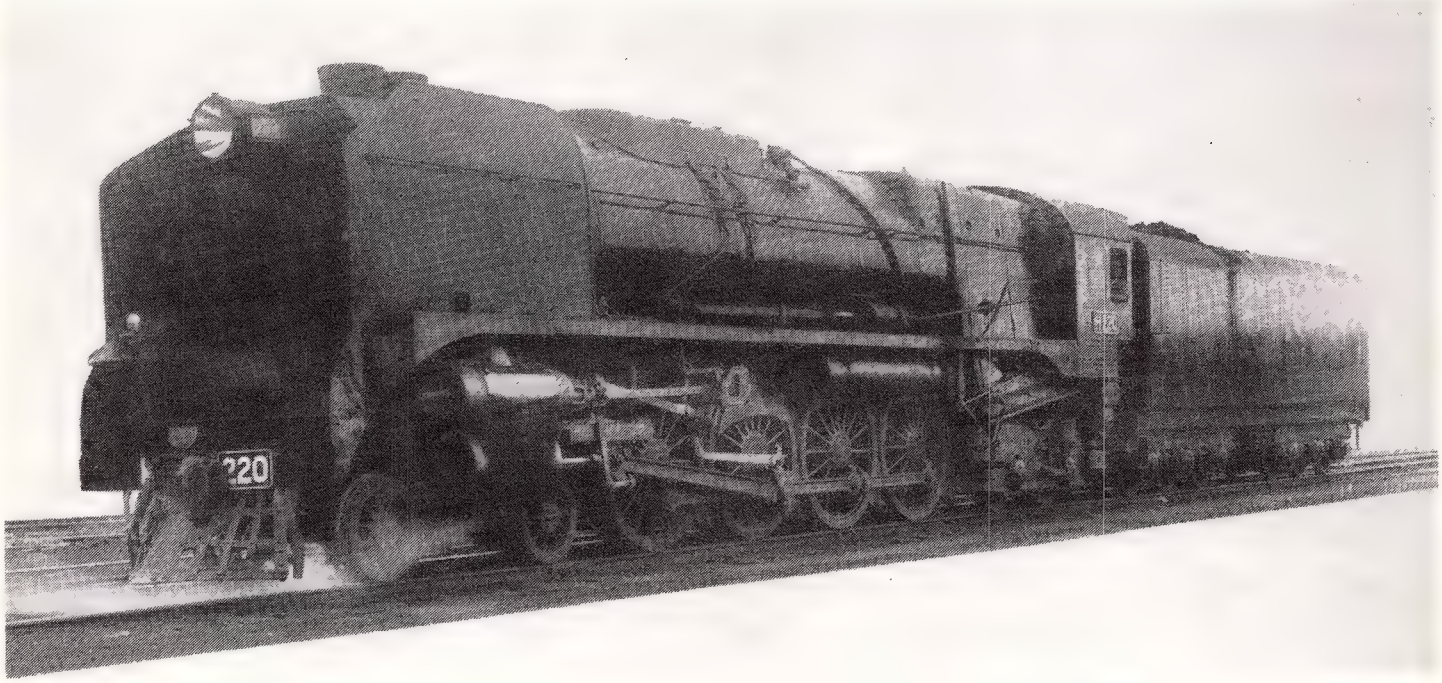
On 26/4/49 H220 was captured passing through Violet Town by a VR staff photographer. (VR photo H 3963)

In 1938 the VR Commissioners authorised the design and building of three heavy express passenger locos. The locos were to eliminate the use of double-headed A2 class locos on the 'Overland' express, especially on the difficult section from Melbourne to Ballarat. The design specification called for a loco capable of hauling a 550 ton train up the 9 miles of 1:48 of Ingliston Bank at a speed of not less than 20mph. The requirement was one of long standing and various design proposals had been put forward over the years by the rollingstock engineers. In 1923 a proposal was put forward for a heavy 4-8-2 with either two or three cylinders. The surviving diagram notes the haulage power as being 72% more than that of the A2 class. The next proposal in 1929 was for a three cylinder 4-8-2 similar to the 1923 design and a somewhat larger three cylinder 4-8-4. By 1936 the 4-8-2 appears to have been abandoned but the large three cylinder 4-8-4 still appears in the diagram issued that year. The leading dimensions of the 1936 proposal are similar to that of the design which was finally built, so presumably the 1936 proposal was used as the basis of the new design.

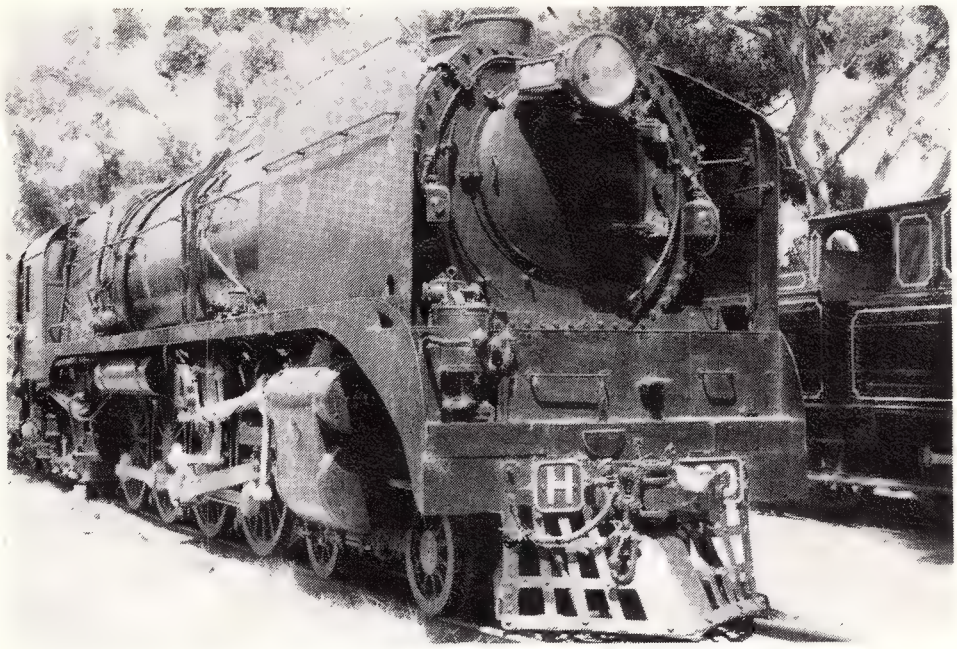
The detail design of a completely new steam locomotive is not done overnight and the first of the new locos did not roll out of Newport Workshops until early 1941. The new loco was classified H class and numbered 220. The remaining two members of the class were to be numbered 221 and 222 when completed. The new pride and joy of the Railways Department was placed on exhibition at Spencer Street Station on 7 February 1941, along with an 1884 vintage T class 0-6-0 for comparison. A new steam loco was 'news' in those days and the Railways Publicity Department and newspapers had a field day. The newspapers dubbed the giant (by Australian standards) loco 'Heavy Harry', a reference to its great weight and probably a reference to Chief Commissioner, Harold Clapp, as well. The name stuck, with railway employees as well as the public.

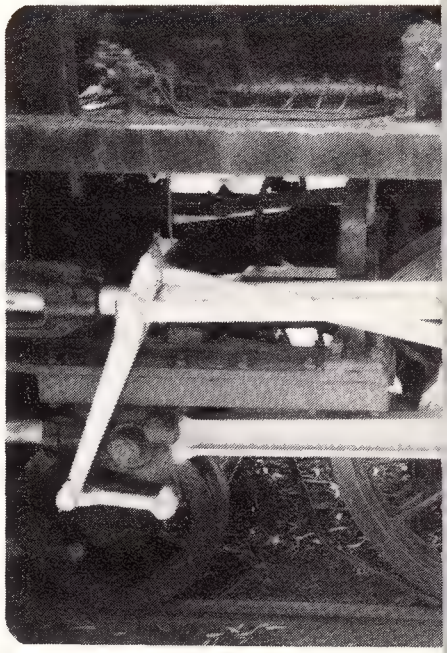
Unfortunately for the new loco, the holocaust then beginning to engulf the world prevented the allocation of resources to strengthen the bridges on the Western Line and to complete the other two locos already begun. Except for the early test runs to Ararat, Harry was never to run on the line for which it was designed. Instead, it was put to work hauling fast goods trains on the North- Eastern Line which was the only line strong enough to bear the 23ton axle load. After the end of the war the resouces were still not available to strengthen the Western Line or to complete 221 and 222 and the VR began to contemplate other alternatives, including 'Beyer-Garratts' and diesels. The eventual decision to dieselise ensured that Harry would remain unique.

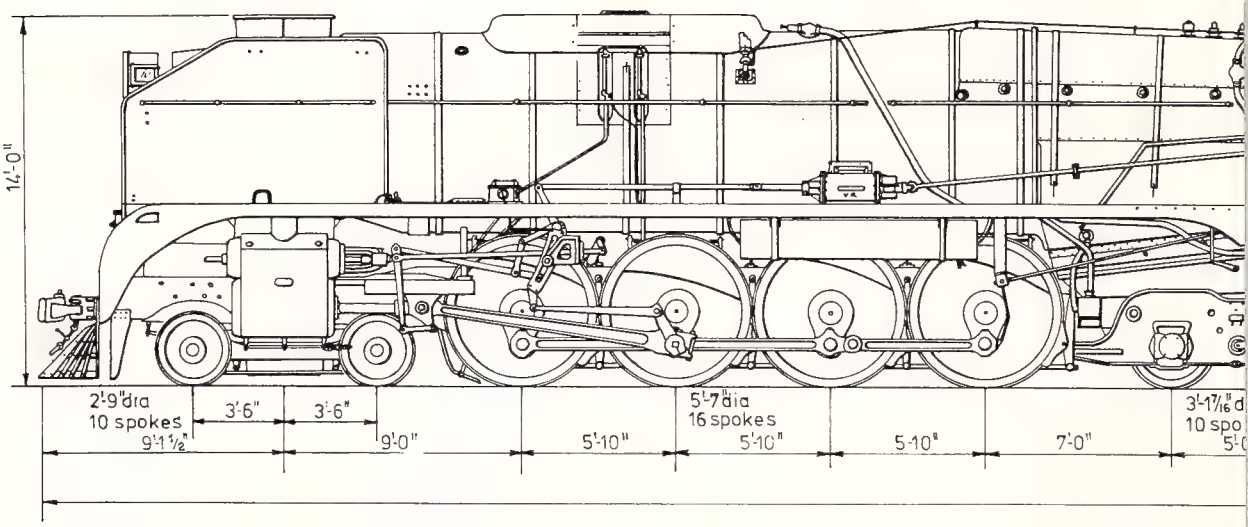
The design of the H class followed American design practices to a large extent and was



Builder's photo of H220, showing the loco as it was when it entered service. (VR photo RS 947)

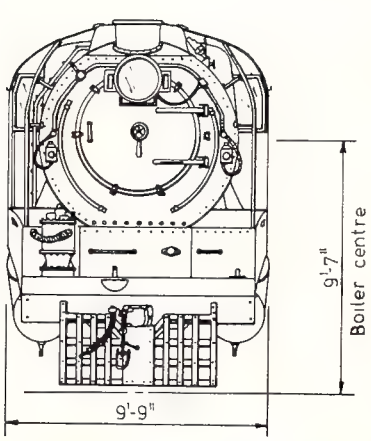


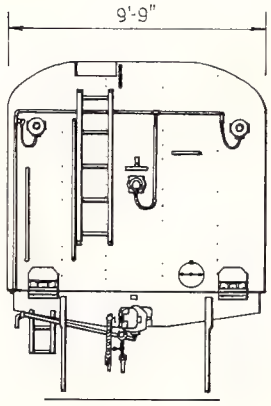


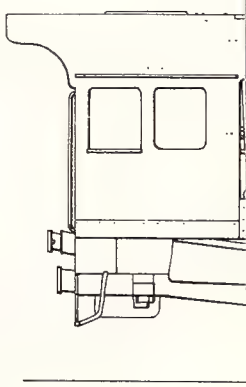


V.R. H Class 4-8-4

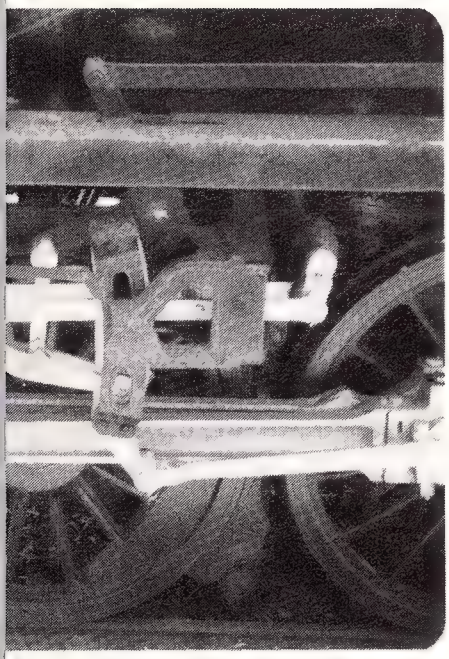
DRAWN: Graeme

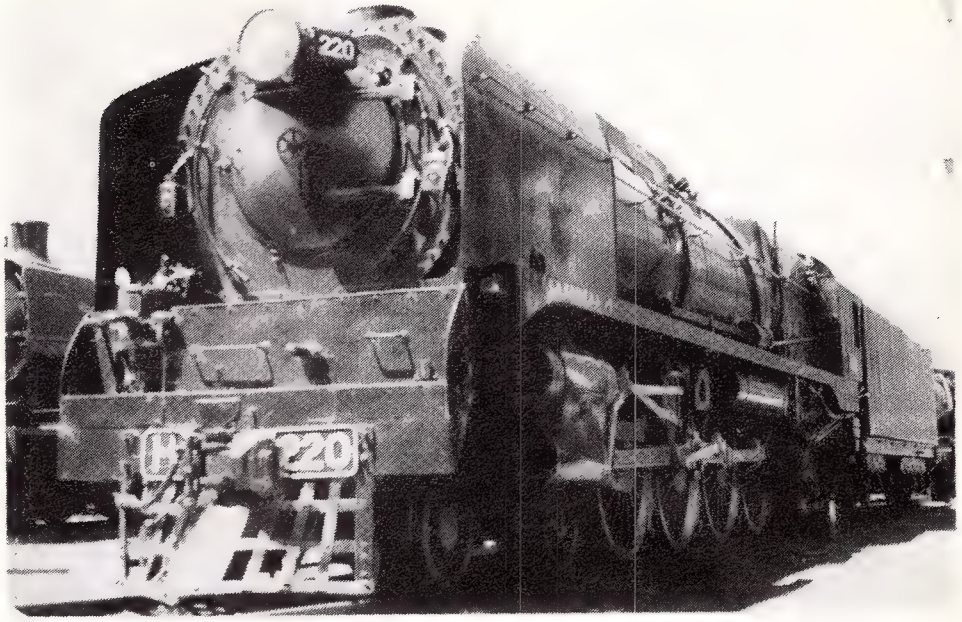


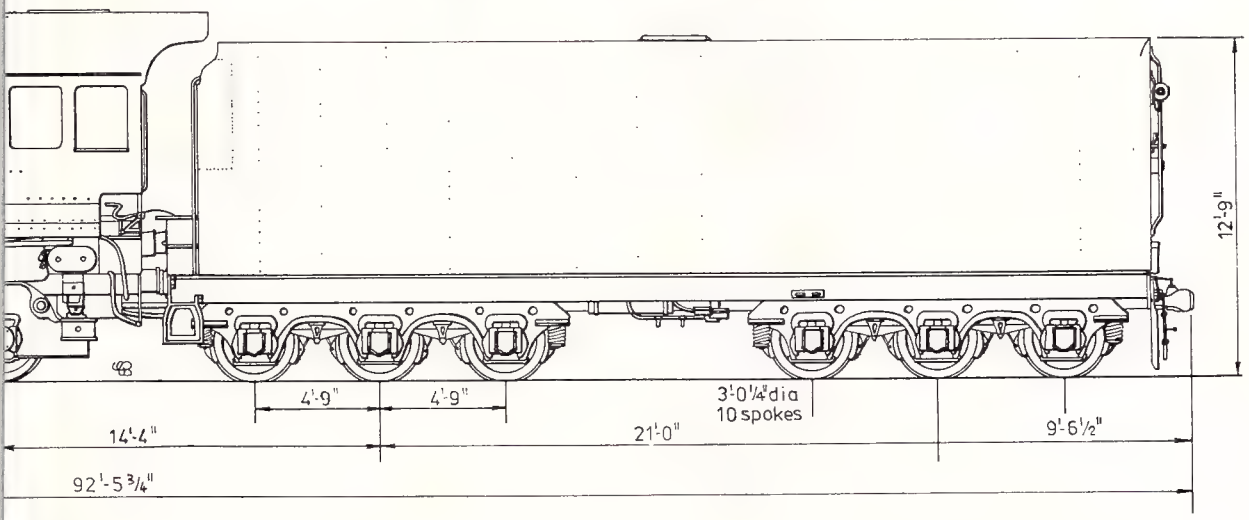




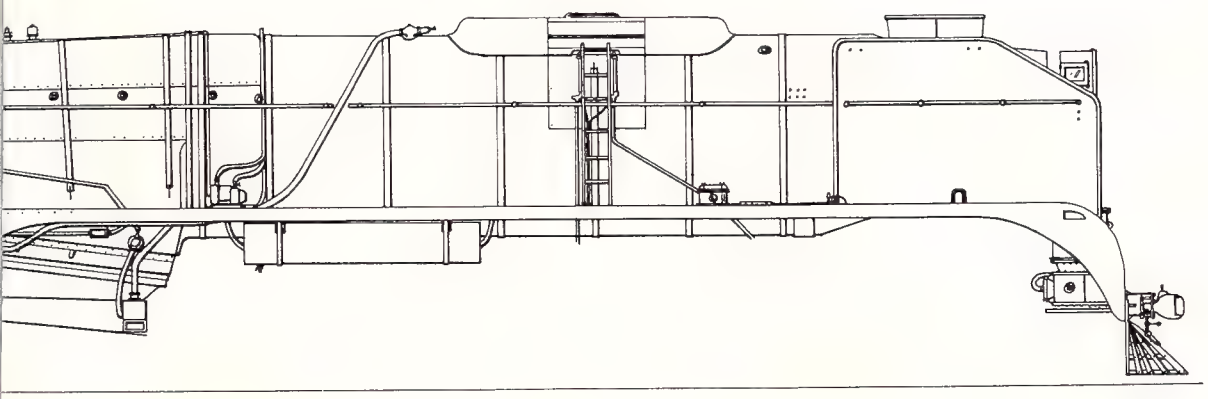
basically a smaller version of the general service 4-8-4 then coming into use on US railroads and typified by the UP Northerns and NYC Niagaras. The 4-8-4 wheel arrangement was called 'Pocono' by the VR, after the 4-8-4 locos of the D,L&WRR in the US which were named for a mountain range traversed by that Railroad. The VR at this time were justifiably proud of their ability to build all loco and rollingstock requirements within the Department's workshops, only buying in such specialist parts as roller bearings, injectors, etc. The main differences from American practice were the three cylinders with conjugated valve gear and the use of locally made separate castings to assemble the frames instead of a one piece frame casting imported from the US. Three cylinders were necessary to obtain the desired tractive effort at reasonable boiler pressure and still allow the loco to fit the VR loading gauge. The engineers were obviously not impressed with the Gresley-Holcroft conjugating gear used on the S class because they specified a different design for the H class, although the divided drive used would have made Gresley Holcroft gear difficult to fit and even harder to maintain. Dividing the drive so that the inside cylinder drove the leading axle and the outside cylinders drove the second axle also removed the need for the gooseneck in the leading axle required by the S class. Three cylinders also meant that the wheels were quartered at 120







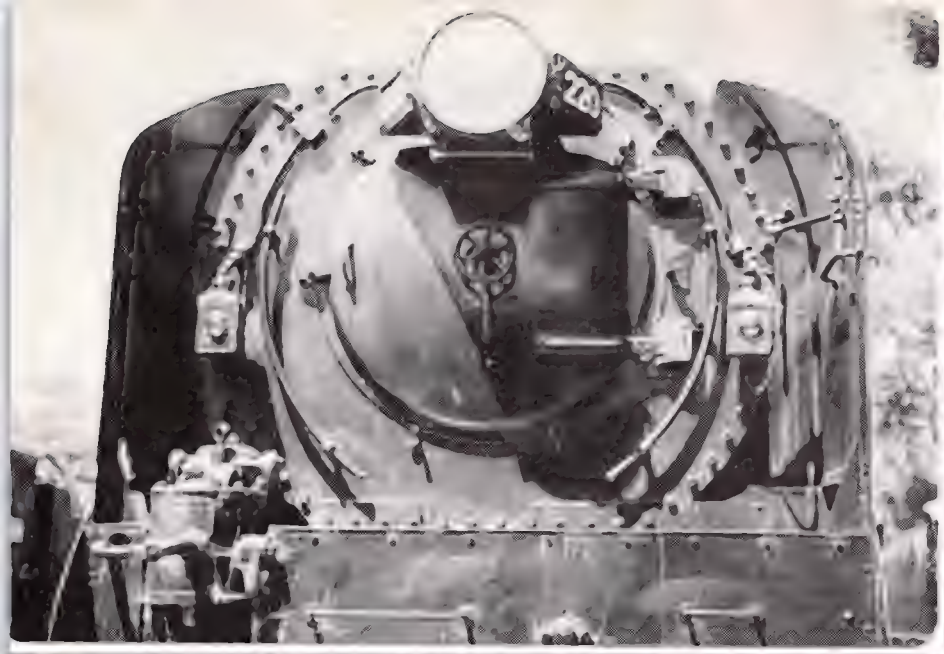
motive



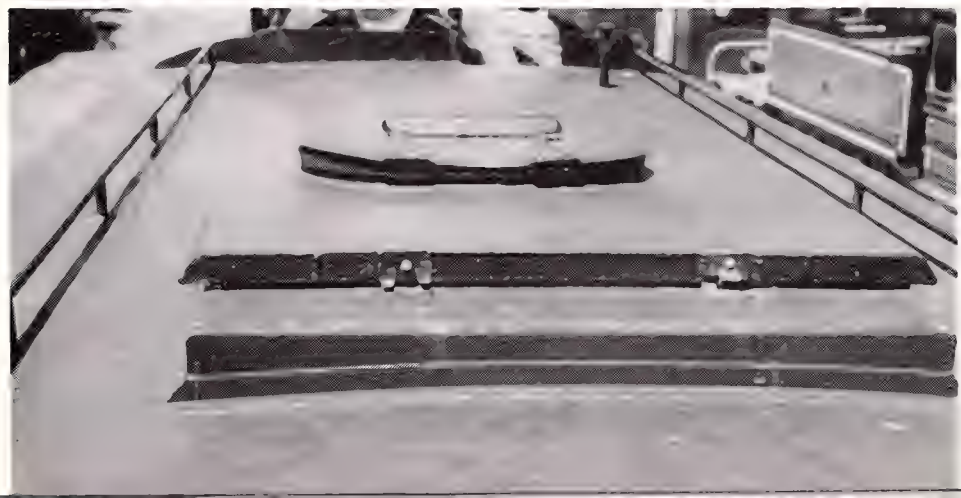
degrees, not 90 degrees as in a two cylinder engine unit. The boiler was of large size, of all steel construction and fitted with a firebox combustion chamber, two thermic syphons and a stoker fired grate with an area of 68sq.ft (the largest in Australia). The smokebox design followed the design principles developed by the VR and known as the 'Modified Front End' which in this case required the use of twin blastpipes and chimneys. All axles on the loco and tender were fitted with roller bearings, the tender being of similar design to that fitted to the S class when streamlined.

For most of its 17 years of service, H220 could be found running fast goods trains on the North- East Line, making one return trip a day from Melbourne to Albury with a maximum load of 820tons behind the tender. The home depot of H220 was always Benalla Locomotive Depot and due to a length of over 90', 220 had to be turned on the balloon loop at North Melbourne and the triangle at Wodonga. Occasionally the failure of an S class Pacific would give 220 a chance at the 'Spirit of Progress' and, although limited to a speed of 60mph, 220 would have no trouble keeping to the timetable. Usually H220 would gain time as far as Seymour on the heavily graded section but lose it on the higher speed sections further north. Tests carried out by the VR showed that H220 could only give its best performance when burning Maitland coal. Lithgow coal, or the black stuff from Wonthaggi that was

220
H
220



The other photos accompanying this article are of H220 as preserved at the ARHS Museum at North Williamstown. They were specifically taken to show the details of this giant loco. It should be noted that the tender bogies are those from an S class locomotive. (All photos Steve Cullen)



TECHNICAL DETAILS

Cylinders:	Three of 21½" dia. by 28" stroke	
Wheel Diameter:	5'7"	
Tractive Effort:	55,000lb (85% boiler pressure)	
Roadworthy Weight:	260tons 1cwt	
Factor of Adhesion:	3.77	
Max. Axle Load:	23tons 1cwt	
Valve Gear:	Outside	Walschaerts motion gear
	Inside	derived motion from outside gear via conjugating gear
	Valve Dia.:	11"
	Travel:	6½"
	Lap:	1⅛"
	Lead:	¼"
Boiler:	Pressure:	220psi
	Grate Area:	68sq.ft
	Heating Surface:	4760sq.ft (total) :

passed off as coal, caused loss of time because of the stops to clean the fire. Inferior coal also caused a marked drop in power of as much as 20%. Major overhauls were carried out at 269,000 miles, 414,000 miles and 600,000 miles until withdrawal in 1958 after running 821,860 miles. The parts from the uncompleted 221 and 222 were presumably used to keep a one-off loco in service for so long. After withdrawal, H220 was stored at the back of Newport Workshops, with some parts removed and the tender missing, until 1962 when it was restored cosmetically. Initially intended to be preserved at Newport Workshops as a tribute

Continued on Page 48.

ALONG THE NARROW GAUGE

Jodie Creek Coal and Mining Ltd.

A photographic pictorial from the HOn2½ scale exhibition layout exhibited by The Croydon Narrow Gauge Group.

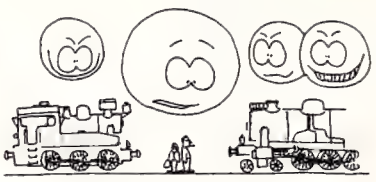
These photographs feature Jodie Creek Coal and Mining Ltd, the module being built by Ron Wrigglesworth.

Photographs by Bob Gallagher

Above: *Panorama of 'Jodie Creek Coal and Mining Ltd' showing the placement of the buildings, loco facilities and the position of the lower track tunnel. The main structures started life as Campbell's 'Silver Spur Mine' kit but was extensively altered and added to during assembly.*

Left: *Overall view of the mine buildings and loco facilities at 'Jodie Creek Coal and Mining Ltd'.*

Below: *The poppet-head, winch-house, elevated tramway and mullock heap at 'Jodie Creek'. The elevated tramway and all the mine's internal track is to 18" gauge.*



"I didn't know Preiser made models of the Prime Minister and Treasure!"

Above: *The poppet-head and main building at 'Jodie Creek' showing the 18'' gauge works tramway with loads of shoring timber ready to go underground. The winding gear wheel at the poppet-head works.*

Right: *The 0-6-0 loco 'Jo' shunts the loading spur within the mine complex. The loco facilities on the right are all scratchbuilt as is the tree fern in the foreground.*

Below: *The 0-6-0 shunter 'Jo' works the loading spur with the winch-house in the background. The winch-house chimney has a smoke unit fitted and the winding gear for the poppet-head works.*

TRACK

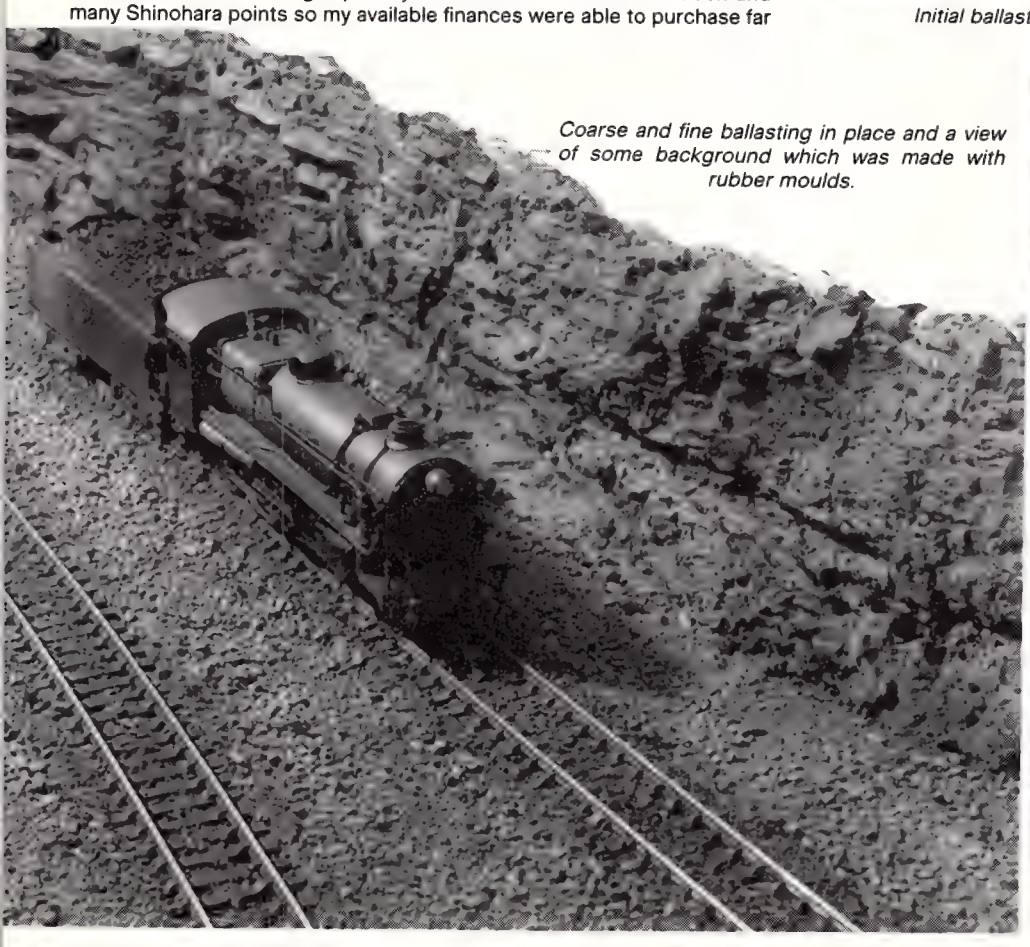
by Allen Hedges

Actual track at Seven Hills Station, NSW.

My layout began about 16 years ago when I decided to excavate an area under our home. This took three years and in the following 13 years there have sometimes been long periods of inactivity, but there have been a few chances at Christmas times to devote consecutive days to this great hobby.

I have tried to have variety in my layout and, with a space of some 8m x 3.5m, plus a further area out of sight for loops, I have not been overly restricted by space problems. My original plan has only undergone two changes and my tracklaying was completed and electrical continuity tested before any ballasting or scenery was attempted. I was able to buy from a deceased estate a large quantity of Peco code 100 flexible track and many Shinohara points so my available finances were able to purchase far

Initial ballast in place and a view of some tracklaying.



Coarse and fine ballasting in place and a view of some background which was made with rubber moulds.

A closer view but also shows coarse ballast between UP and DOWN trackwork.

Trackwork plus some non-ballasted track on cork roadbed as well as some sand ballasted mainline.

more than through retail outlets.

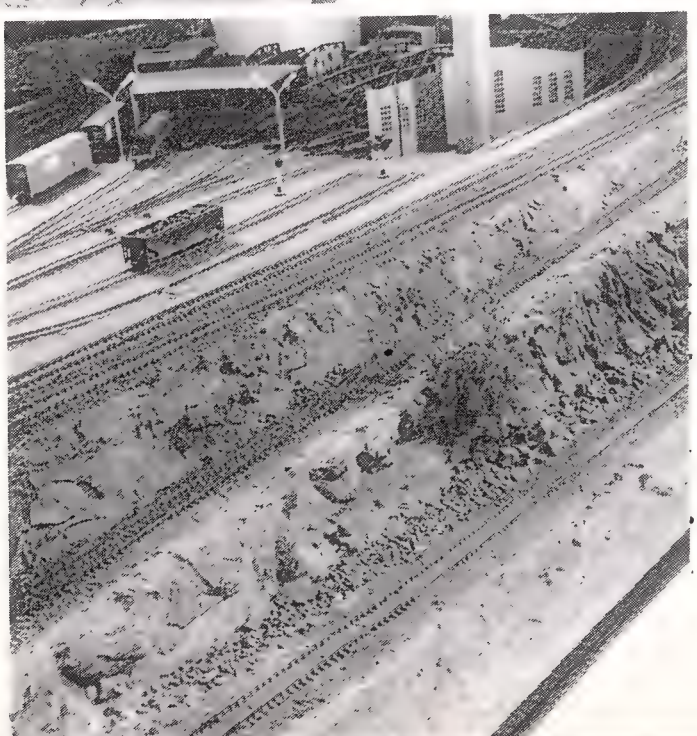
Some of my early tracklaying was made onto Peco foam roadbed but I have regretted this, as over the years it has crumbled and posed problems when adding ballast to the tracks. In some areas I used cork for roadbed but I am now convinced that if one is to be serious about adding ballast to the tracks then trackwork can be quite successfully laid straight onto (in my case) particle board, which I used exclusively for all benchwork. Having reasonable space, none of my curved trackwork is less than 60cm (24") radius and gentle curves and long trackwork were no problem. Again I say that the layout had to be interesting from both a visual point of view and also for operating.

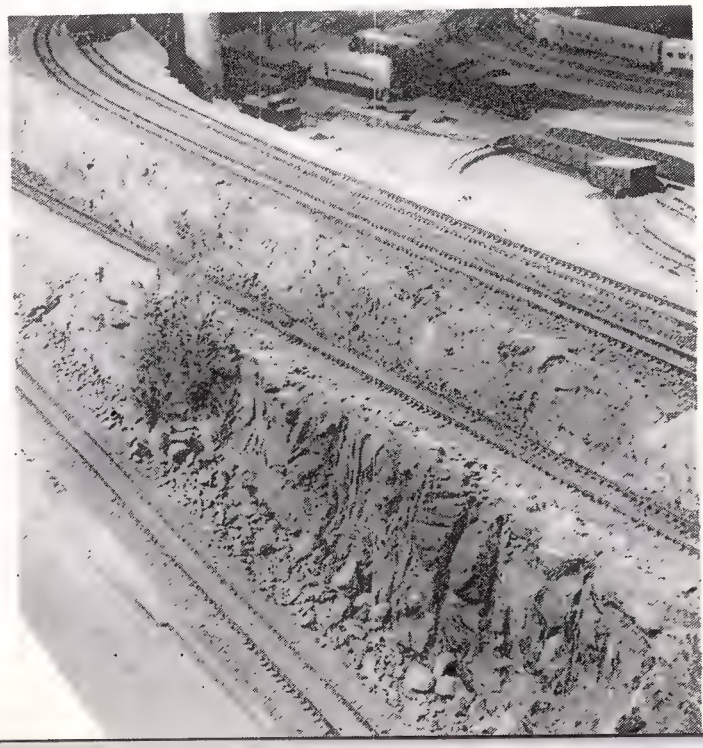
Much of the layout is double track, with extensive yards, several levels, a wye for some train reversing and a zig zag. I also have continuous running and point-to-point operation. In early ballasting I used sand, sealed down with PVA glue, followed by a coat of grey colour but I have now changed over to what I believe is the most realistic form of ballasting.

Road base, which is composed of crushed blue metal, from large lumps to very fine powder, offers the railroad modeller a perfect solution to track ballasting. By using two or three sieves, the road base can be graded into fine, normal and coarse and what is left can be used at the base of cliffs and rocky areas.

Having graded the road base to my satisfaction, I used the coarse material (up to $\frac{1}{16}$" approx.) on the outer edges of the sleepers and then used normal and fine between the rails and on top of the coarse material. Once this has been levelled out, the whole section is sprayed with water to which has been added a few drops of detergent and then an application of a weak PVA glue mix put over all of this. Upon drying, the tracks are cleaned and a permanent, trouble free and realistic looking section of trackwork is the result. ▪

The photographs on the left and below show some general trackwork with sand ballasting, which will have a future covering of fine road base. The larger lumps on the side of the track are leftovers from my sieving.





AN INDICATOR BOARD

by Ted Gray

An awkward situation arose on my layout after the Alantown Loco Depot was upgraded. I fitted extra points and track to make the operating more flexible and when the new engine shed was positioned, it obstructed the operator's view of the points so I decided to do something about this problem.

As a boy, I was always fascinated by the lights on the signal indicator board in the signal box on Bankstown Station which changed as trains approached. With the problem of my points in mind and the indicator board which operated on the prototype, I drew my requirements on paper and arranged simple switches for its operation.

I discussed it at length with the 'staff'. Mr John Wood (S.M. Philip Hill) volunteered to make the board and produce the artwork, which allowed me to fit the switches and wiring.

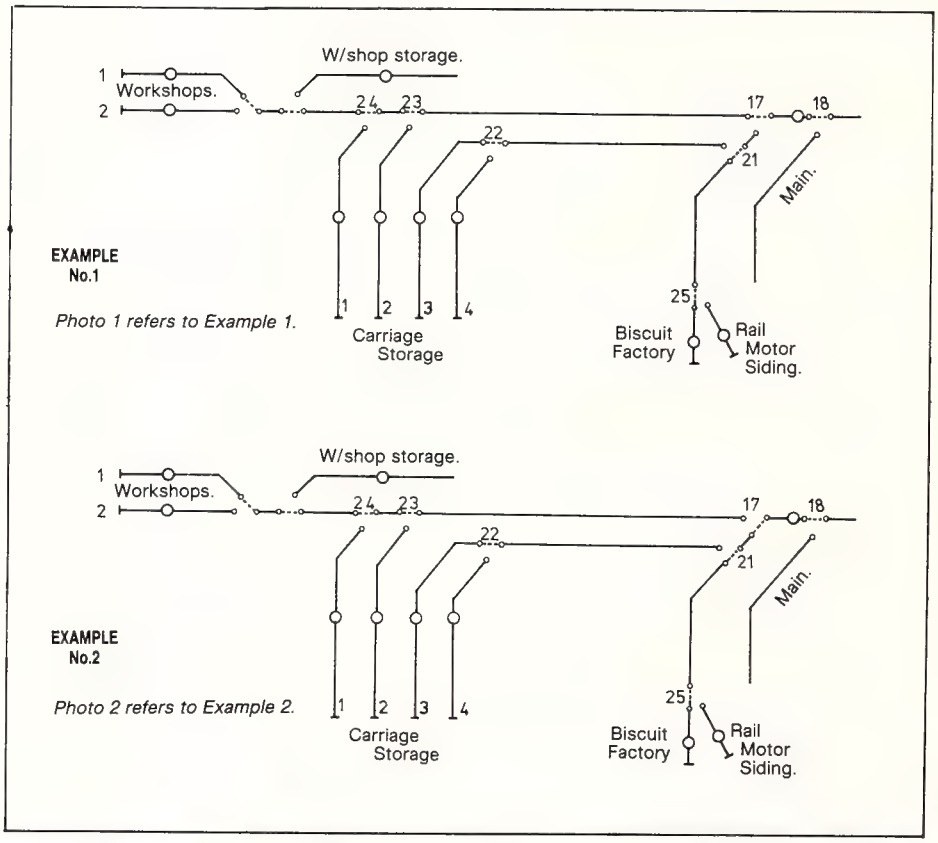
Three separate boards are now in service which cover the most awkward sections on the layout. All operators can see at a glance the position of the points and drive the trains accordingly. It is also invaluable for the line operator.

The last board that John made is for the new carriage storage depot and covers the points to the Biscuit Factory and the workshops, the subject of this article. The basic circuit is the same for all boards and it can be adapted to ANY layout, no matter how simple or complex it may be. This is very simple but may sound difficult on paper.

The 'Heart' of the system is the switch which can be made out of phospher bronze wire. Any micro switch can also be utilised for the job and if Tenshodo or H&M point motors are used, the extra terminals on the motors can be used instead.

If any of these switches are not available, the method I used for my project can be used. Referring to Fig.1, three pieces of phospher bronze wire are cut to approximately 1½" long. The ends are soldered to a small panel pin and arranged so that the centre wire, which is connected to the tie bar and moves with it, can touch either of the other wires as the points change . The wire marked 'A' is always the power in, either from the supply or from the previous point. Refer to Fig.2 for the BASIC circuit. Power from supply is fed to the 'A' wire in No.1 point. A wire is fed from 'B' terminal (No.1 point) to No.1 globe in diagram board and to earth.

Next, a wire from 'C' terminal (No.1 point) is fed to 'A' terminal No.2 point. A wire from 'B' terminal (No.2 point) goes to No.2 globe in diagram board and to earth. A wire from 'C' terminal, No.2 points goes to No.3 globe in



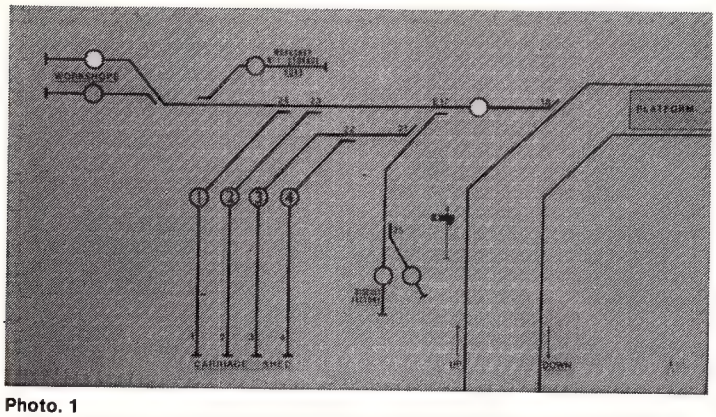


Photo. 1

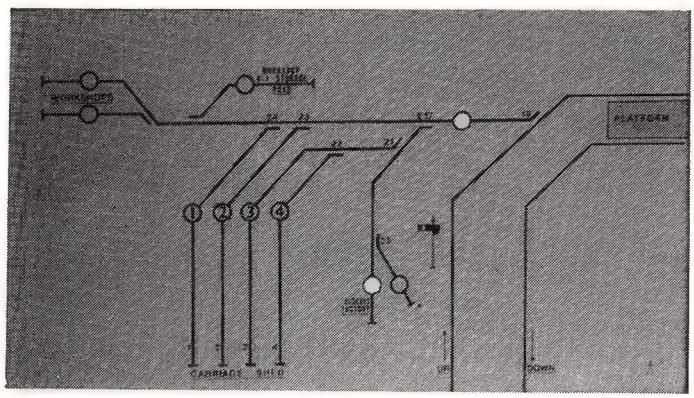


Photo. 2

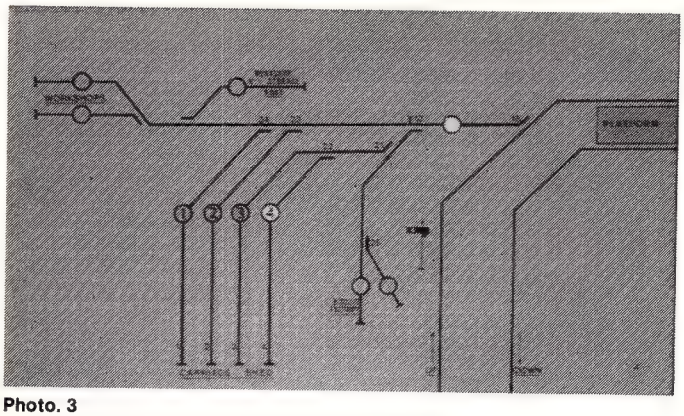


Photo. 3

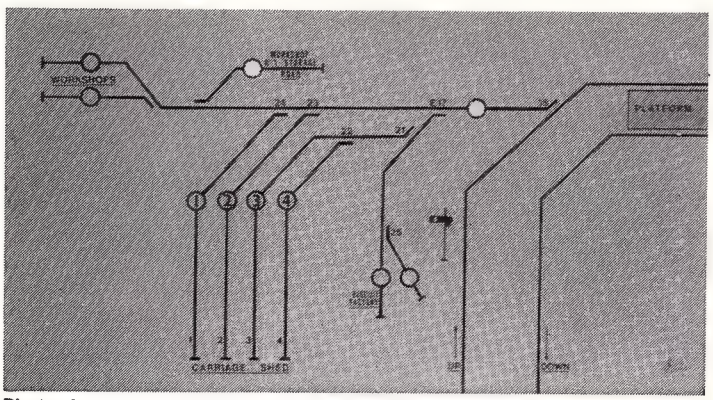
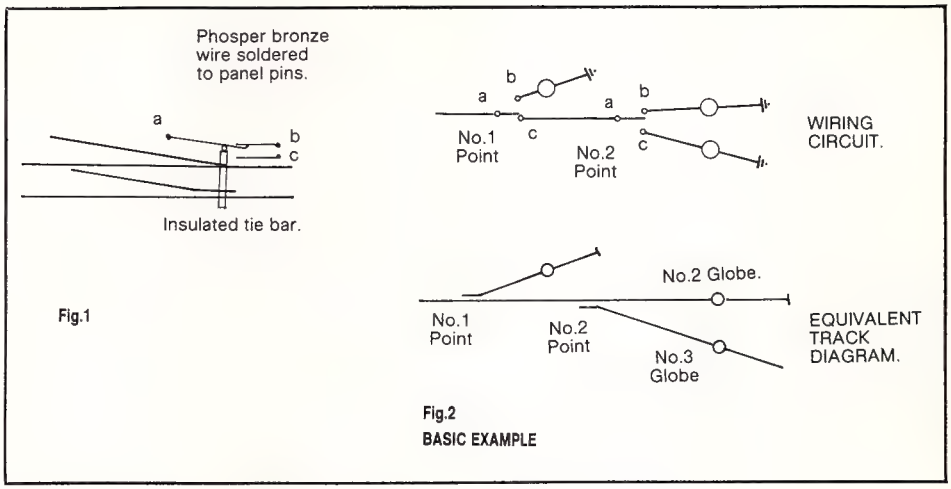


Photo. 4

diagram board and to earth. This is only a BASIC layout but by following it a very complex layout could have as many points detected as required. The accompanying photos and the other examples shown of my carriage storage layout use this basic wiring diagram, so by following the line from right to left in the photos, one can see which light should be 'on'. No.1 photo is for example '1' and No.2 photo is for example '2'.

The other photos show the result of operating other points. On my board, the lights are only 'on' when I reverse No.18 points. In No.2 photo, for example, any of the points in the workshop or No.23 or No.24 would not light any globes until E17 is reversed. So, by following the lights which are 'on', that is the route the train will follow.



Board Construction

The actual size of the diagram board will be governed by your requirements. My board is 24" x 15" with a 7/16" hole in the front board. The important measurement is the thickness of the board, which is ½" pineboard. There are two boards of equal size which are screwed together and the globe is fitted to the board at the rear and this allows an air gap between the globe and the paper. The diagram is drawn on good quality technical drawing paper, obtained at some newsagents and at stationers' supplies shops. The board has a glass front held on by the outer frame.

After drawing the track plan and drilling the holes for the globes, John placed the paper over the holes and, by shining a torch through the holes, he was able to correctly mark the positions for the black circles. Then, by joining the circles with a black line, the diagram started to look like the photo examples.

The globes I used in the two smaller boards were fitted to VDO globe holders and this governed the size of the hole in the rear board. They could be pushed in from the rear. In the later board, I used radio dial globes which have two wires attached and, as the base is smaller than the glass, they had to be pushed into the front of the rear board before they were screwed together.

Next step is to solder one side of every globe to a common wire which is then soldered to the earth return. By referring to Fig.2, the wire from the terminal to a globe is connected to the correct globe on your diagram board and by changing the points the globes will alter accordingly.

I hope this proves interesting to some modellers and enables them to produce a board for their own use.

My grateful thanks to John for all the woodwork, artwork and photos. ■

MAILBAG

Continued from Page 21.

Sir,

Like no doubt many other, I looked forward to the release of the Trax 48 class loco. (My interest is branchline wheat.) But unlike Barry Wood in your last issue, I have found the basic model worth persevering with. The reversed polarity of the wiring is easy enough to deal with, but the traction offers more of a challenge.

The problem arises largely from the small size of the prototype: Space for weight in the model is severely limited. However, from an initial performance identical with Barry Wood's experience I now have my 48 pulling five Lima 12 wheelers up a 3.5% incline on a 42" radius curve with minimal slipping, and it will start the same load on the same incline with only a little trouble, on a straight.

First problem was derailments on curves, due to the powered bogie's limited movement. As it turned out, this had resulted from the terminal lugs on the motor being bent outwards, which caused them to foul the inside of the load. So I straightened them upwards.

Traction was even worse, now. It was a long time before I caught on that the same lugs were now fouling the top of the hood, preventing the bogie from rocking fore and aft to distribute its weight evenly on all six wheels. The solution is to cut the lugs off altogether and resolder the wires to the brush retaining strips, a bit lower down. Do a neat job, without lumps, or you're back where you started.

While you have the power bogie off, it's a good idea to fine sandpaper the bearing surfaces on the frame and bogie, and add a little graphite, to improve bogie movement.

At this stage, traction had already improved dramatically.

Add more weight. This can be done, with a little care. The built-in weight can be increased with 3 – 4mm lead upwards, if you make room for it by removing the stub of the styrene sprue from the inside of the roof, which can be done with a small router or grinding wheel in a Dremel or similar. Shaped lead slugs will also go into the bulge each side of the cab, say, up to window level. Fasten to the clear styrene with Super Glue. Voilà!

I think I would cure the translucency of the styrene with an Alfoil liner pressed into the hood cavity. Blackening could eventually lead to overheating the plastic. Reflective silver enamel could work, too.

A Kadee No.5 under a strip of styrene screwed to the top of the pickup bogie is the right height. Position the screws between the pairs of axles.Allow plenty of length on the styrene strip and shorten it until the coupler box just clears the pilot at full deflection. I'm still puzzling about the coupler at the short end. Any ideas?

(Of course the ideal solution to the traction problem would be a second driver bogie and some weight up that end. No doubt someone will tell us how to do it.)

I am happy now with my 48 to have bought another. It will get the same treatment, and should only take about two hours. First time round, it was more like eight, but that included about six for puzzling!

I have just run my newer 48. Straight from the box, without modifications, it pulled a 240 gram load (three heavy Lima European coaches) up that same incline and around the same curve.

Roger Gould,
West Wyalong. 2671.

Sir,

In issue No.119 there was a very fine article about the paint schemes used on the streamline C38 class. In the article the Editor pointed out what was to that date, a suitable mixture of Floquil paint to achieve the green coloured livery; but one colour of which had been discontinued.

I have recently painted one of my streamliners with a mixture of Tamiya paint: colours yellow (code XF3) and green (code XF26) mixed about 60/40 with the yellow as main colour. I say 'about' 60/40 because I only mixed the one batch and I did so progressively in order to get what I thought to be a fairly close hue.

On their colour selection chart Tamiya do have a colour that appears to almost be the correct shade on its own, but unfortunately the shop I dealt with did not have it in stock. It is coded 'XF5'.

I hope this information is of use to some modellers.

Bill Roach,
Weston. 2611.

Sir,

Six months ago I decided I was totally fed up with trying to see what I was doing whilst modelling in HOn3, and started looking for an alternative scale. I wanted to keep modelling in 3' gauge and my greatest love for the Rio Grande Southern.

I spent some time pondering over both Sn3 and On3. Finally I decided on Sn3. I am now convinced that I made the right choice. Having the running capacity of HO and the detailing of O scale.

Sn3 is rapidly growing in the US and many other countries, with many kits in craftsman quality and quickly on the market. Flex track and points commercially available and the opportunity to kitbash and scratchbuild.

Many locomotives are available in brass that are no more expensive than HO, and are better quality in detail and running performance.

Keith Baldwin of Finescale Models in Colac is gearing up to stock a large range of Sn3 kits, parts, details and locomotives making it easy to obtain Sn3 goods. I have bought many items from manufacturers and hobby shops directly in the US.

I have found people involved in Sn3 have a very tight bond to compared other scales and are only too pleased to help you or supply goods.

Keith and I are interested in starting a Society of Sn3 modellers here in Australia and would be very happy to hear from anyone who is interested in S scale.

Richard Semple,
35 North Valley Rd.,
Highton. 3216.

Sir,

Many thanks for the DL531 articles. A couple of questions arising from Part Three. In photo 1, what type of four wheeler is that next to 48136 and did it have the same basic dimensions as a CW, and can any knowledgeable modeller supply the dimensions of 4842's exhaust as per photo two? Thanks to anyone who can supply the information.

Now to the Great Plastic Locomotive Debate. I think the prices quoted by Bob Gallagher may surprise a few people, they certainly gave me a fright. Perhaps the future of any Australian plastic loco lies in the selection of locos that run in different states. Lima's 44 class can be, and is being painted as an ANR 930, their S can also be a 42 or GM class, and I believe their forthcoming 422 class can double as an ANR 700 class, also not forgetting Trax with their 48/830 class.

Speaking of interchangeable locos, Trax have brought out their 830 numbered 847, which was one of the 830 class (847, 848 and 849) which the PTC hired from SAR in 1974, a photo of the delivery run can be seen on page 391 of NSW Digest for December 1984. This issue of Digest is a pictorial edition, and is a boon for modellers of NSW prototype who

would like to run 'foreign' locos on their layouts. 830, AL, GM12, 600, CL, X all have run in NSW. Can anyone supply other classes that have run in NSW?

David Brown,
Melbourne. 3000.

To offer a few answers to the questions put forward by David.

Notes taken at the time suggest that the workman's van at Enfield was a 20' van, but fitted with the modern running gear.

David has mistaken the 422 class for the 442 class, for it is the latter that is similar to the ANR 700 class. However, in answer to his comment, most plastic locomotives produced have been aimed at more than one specific market. No doubt manufacturers/importers will continue this trend, but they will probably always keep the larger NSWR (SRA) market uppermost in mind.

Because of the manufacturing industry once being centred in Sydney most classes of locomotives have 'run' in NSW. This especially refers to the Clyde Engineering built VR fleet.

Sir,

With regards to the issue of cheap, R.T.R. Australian models, maybe we should consider the following ideas.

Over the years knowledgable people within the model industry have pointed out the high cost involved in having a R.T.R. model made here in this country. Maybe then, we should turn turn to our overseas' neighbours. Most readers would be aware of the lower labour/production costs in Asian countries, this is one of the reasons why we have most of our brass models made there. I believe that we should adopt the same policy for our R.T.R. locos.

Trax seemed to have realised the advantage of this policy — their 48s and MHGs having been produced in Hong Kong and Korea.

To benefit the local industry, detailing parts, paint schemes and maybe even mechanisms could be made here and added to the models as they enter this country. Now, lets hear from other Australian manufacturers and see how they would go about producing R.T.R. models.

Ron Tierney,
Reservoir. 3073.

Sir,

In the December issue of A.R.E. there were a number of photographs on the WAGR F class diesel. I was surprised at the similarity of this loco to the T.G.R. 'Y' class and would like to ask you or any of your readers if this class has ever been produced commercially?

I would be very surprised if it has and would suggest that perhaps this could be a viable model for one of the Australian firms, particularly as the support from both states could be expected. Perhaps other readers may care to write in support of this idea or perhaps one of our local firms could call for an indication from interested buyers.

Personally, I would like to see the strangle-hold broken that NSW — Vic modellers have on the market and I think that the F class would be a good model to start with.

R. M. Prince,
Ringarooma. 7254.

Unfortunately the reality of the NSW — VR stranglehold is based on economics. There are enough individuals interested in the NSWR and VR scene to make the production and sale of models economically viable. Modellers, or prospective modellers of the less popular systems will have to accept this until there are more modellers interested in their scene. In the meantime they could help popularise their scene in the model press and at exhibitions. — Editor.

Sir,

Congratulations to Graham Ball for his excellent photograph of the 'York' layout in the February issue of AMRM. All of us involved with this layout were most impressed with the photo and look forward to seeing more of Graham's photos in future issues.

Since that photo was taken the layout suffered quite a deal of water damage due to the malthoid roof covering on the guards van, in which the layout is housed, deteriorating very badly. This problem has been remedied by the van having having been given a new roof of sheet metal.

It is planned to exhibit the York layout at the 1985 Perth Model Railway Exhibition to be held in June, which is, incidently one hundred years, to the month, of the railway arriving at York.

It is our intention to exhibit the layout in the same form as it appeared at the 1982 exhibition, that is with a temporary scenic section in place of the yet incomplete loco depot, but with more structures and scenic features, and hopefully, with more reliable and intensive train operations. I should add that the decision to exhibit has just been made (late January) so all of our intentions have to be achieved in just four months, so — time will tell.

Graham Watson,
High Wycombe. 6057.

Sir,

Being one, and I stress not the only one, of the local manufacturers who supposedly 'objected' to the elimination of duty on imported model railway products, I would like to respond to the comments in December AMRM NEWS and the thoughts expounded by Mr.Nadalini in February MAILBAG.

Firstly, I believe it is not the proper role of the magazine to express opinions on this or any matters relating to how firms involved in the industry should conduct their affairs — this I consider similar to, say, the ABC taking sides in a political debate. However, now that the subject has been opened up and there is the first plaintive cry of "why is it so" it seems necessary that some sort of defence be mounted.

Apart from the revenue raising aspects of Import Duties or Tariffs as mentioned in AMRM NEWS there is an element of protection for Australian Industries from competition with imported goods. My understanding is that at present, generally speaking, the revenue element of Tariffs levied is 2%, the excess of the duty over 2% represents the protective duty. There has existed for some time machinery to enable tariffs (other than the revenue element — the 2% referred to above) to be removed which serve no protective purpose. The system for removal of tariffs has been overhauled and a new arrangement known as the 'Tariff Concession System' was introduced, from 1.7.83, to govern the concessional entry of imported goods.

Under the system, applications for a reduction of a protective tariff are considered by the Minister (in effect, a public servant in the Department) who is obliged to consider the views and operations etc. of local manufacturers and make a decision on the application. The mere fact that local manufacturers oppose the application is not the end of the matter as appears to be the implication put forward in the AMRM NEWS item. The law provided that a Tariff Concession Order will not be granted for particular goods unless the Minister is satisfied that:-

(a) Goods serving similar functions to the particular goods are not produced, or capable of being produced in Australia in the normal course of business; and
(b) A Concession Order would not be likely to have a substantially adverse effect on the market for goods produced in Australia.

In processing applications for concessions the Department takes into account a large number of issues bearing on whether approval of a concession would be granted. While it is true that lack of opposition from local manufacturers would ease passage of the application it was obvious that the question of approval was not simply a matter which can be arranged by the applicant and the local manufacturers.

Stated briefly, the major view of local manufacturers opposing the reduction of Tariffs on *ALL* imported model railway goods was that we believed the reduction would have an adverse effect on the market for our own products. A parallel is the situation in the motor car industry in this country, I mean we'd all like cheaper imported cars wouldn't we? I'd be interested in the views of any modellers who work in the motor industry to this particular proposition which would if implemented, seriously threaten their hopes of continued employment in that industry.

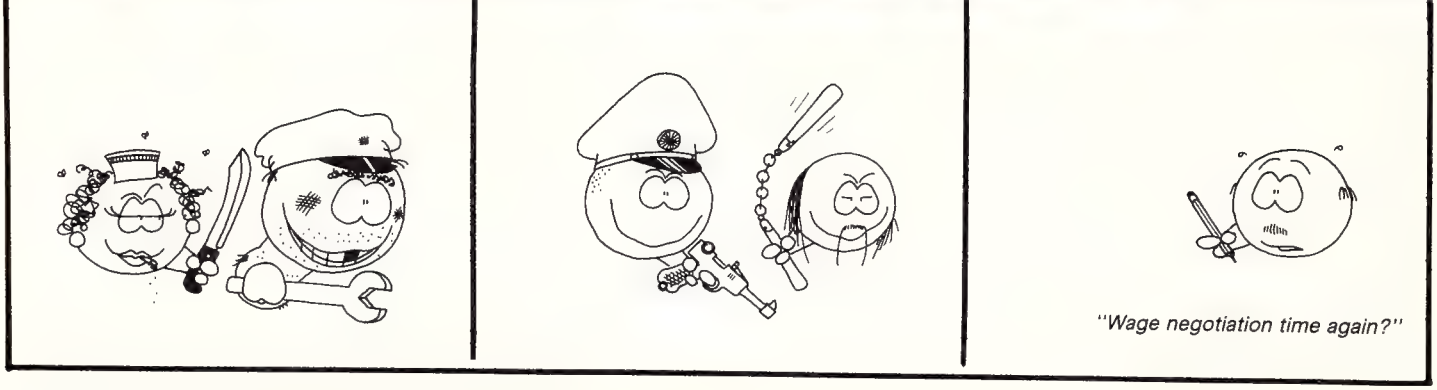
As mentioned, opposition was to Tariff reduction on *ALL* imported items, the final decision briefly stated was to reduce the Tariff on all items except *HO* scale Australian outline. The Tariff Concession Order was declared on 12.9.84 and operates from 1.7.83. Now, has anyone noticed a violent reduction in the prices of Athearn or Lilliput or any other imported foreign prototypes? Mr.Nadalini's comment about whether the savings would be passed onto the buyer or pocketed by the importer is significant isn't it.

A lot of significance is placed on the proposition that cheaper imported Australian outline would be the catalyst for more 'kids' to buy it and be automatically turned into tomorrows modellers. I personally don't subscribe to this view as I believe that a lot of water has to pass under the bridge between playing with a toy train on the lounge room floor and filing the inside wheel guards on a brass 57 class. In other words, it takes a special type of dedication to resist the attractions along the way, such as Star Wars games, personal computers, fast cars, fast women and the dearth of outdoor entertainment now available, etc. This allied with the relatively small population in this country will ensure that the market will, in my view, continue to be fairly restricted for *authentic* model railway products of Australian outline.

Not withstanding the Tariff position, we are now witnessing the influx of cheap imported toy trains and locos in the NSW arena. The danger for the modelling scene, as I see it, is that if cheap toy trains is what you want, then before too much longer cheap toy trains is all you will have, as the local manufacturers of authentic model rolling stock etc will be long gone — lamented possibly — but long gone no less. The Victorians and South Australians are fortunate, for the moment, as the bulk of the models available are being produced by dedicated and talented *modellers*. Enjoy it while you still can.

R. Birdsey,
Manager,
Main West Models,
Toongabbi. 2146.

THE GOOSE BUM LINE by Stein



"Wage negotiation time again?"

MODELLING PROJECT

Make a CCX from a BDX

by Barry Wood

The CCX open wagon was modified from a BDL (non bogie exchange BDX) so that the body is formed into two 21' compartments.

This is a very simple model to make and requires only the basic Friedmont BDX kit, bogies, couplers, some balsa, wire and the usual modelling tools.

Firstly, after deflashing, check that the BDX sides are the same length and, if not, make them equal by filing equally from both ends. Measure and mark one side 72mm from one end. Carefully cut along this mark (use a mitre box to ensure accurate right angles). Now measure 72mm from the other end and cut. Disgard the small piece and keep the two pieces 72mm long. Repeat with the other side.

Now, cut a base in 3mm thick balsa 147mm long and 25mm wide and epoxy the sides and ends in place. This should leave a 7mm (2') wide gap in the middle of each side.

Cut two pieces of balsa as detailed in Fig.1 and two as in Fig.2. Epoxy those in Fig.1 in place in the middle of the wagon such that there is a 7mm gap between them.

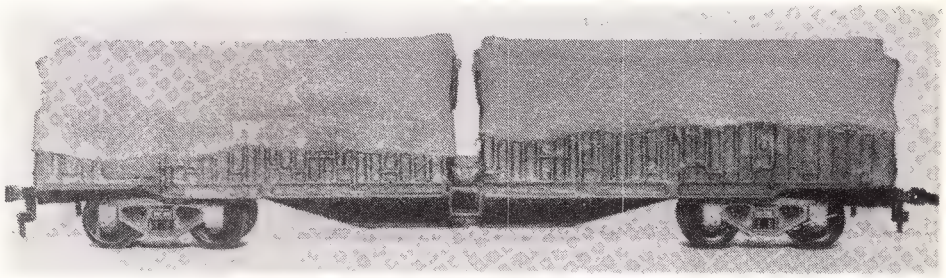
Epoxy the other two inside the ends, add weights (about 30gm in each end), couplers and bogies.

Cut six lengths of wire 72mm long and epoxy in place as shown in Fig.3. Set aside to cure, then trim off excess wire.

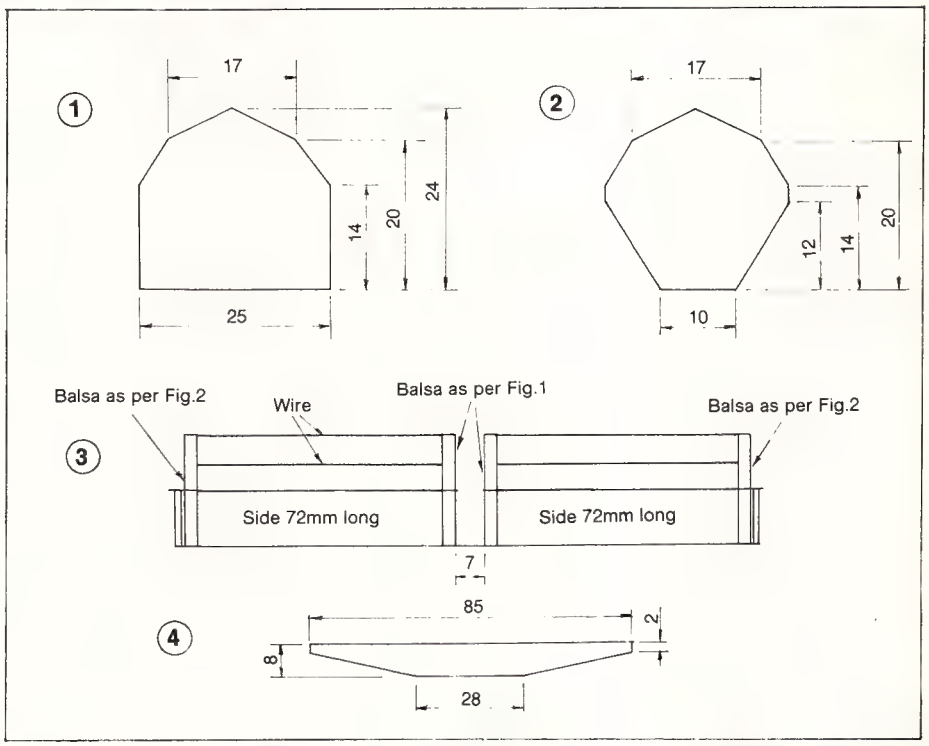
Paint in either NSW blue or dark grey and allow to thoroughly dry.

Cover with fine cloth material (or tissue paper) to simulate tarp covers and blacken. Add steps in the 7mm gap and fishbelly underneath (I used balsa for fishbelly cut as detailed in Fig.4).

Add any extra detail, decals, etc. as required. ▪



CCX complete with tarpaulins.



AMRM NEWS

Compiled by Bob Gallagher.

Mini Convention

Word is to hand that another mini convention will be held again this year at the Australian Model Railway Association, NSW Branch clubrooms. The theme — 'Modelling the Railways of NSW 3'!. More details as they come to hand.

Stamps

Modellers interested in philately will be pleased to learn that the Great Western Railway has released four rail letter stamps in honour of their 150th Anniversary. The stamps feature the Iron Duke, the City of Truro, the Great Western and a modern InterCity Express and are presented on a commemorative envelope. They are available from GWR 150, 22/28 High street, Hythe, Kent at £2.00 each or £8.00 for the set of four.

Trainathon

Last November a rather unusual but pleasurable (for railfans) method of raising money was utilised. In aid of the Dr. Barnardo's Homes 1984 Appeal a group of ten Sea CEBS from Gordon participated in a 48 hour — 3000 kilometre continuous rail trip around New South Wales. The boys were sponsored for each 100km travelled over the timetable which was organised with the co- operation of the State Rail Authority. The boys left Central at Sydney on the Friday evening and apart for stops for train change-over or terminations the boys did not stop travelling. Many organisations, including Mansfield Hobbies, helped with the day to day, hour to hour organisation. The adventure raised over $2000 for the charity.

Monorail

Readers who are interested in further details of the monorail locomotive illustrated by Greg Edwards in MAILBAG of the December 1984 issue, should obtain a copy of AMC's Model Railway Mini-Newsletter No.147 (November 1984) where the monorail system is described in detail. The newsletter should be available from your AMC dealer or direct from Australian Model Craft Co., P.O. Box 118, Albury, 2640.

Trainathon project organiser Ross Adams with Assistants, Roger Millar and David Pickles checking over the travel 'comforts' donated by Gordon Pharmacy and Gordon Health Foods, the comforts being consumed over the 48 hours of travel.

Stolen Models

All the news from New Zealand this issue, is not good, for word to hand advises that someone decided to relieve the Museum of Transport and Technology of two of the models that were on display on the North Island Main Trunk model railway display. Both Sn3½ scale models are considered to be very valuable and the return of same is sought by the owners. One is a model of K900 while the other is a model of the Garratt. While some may consider it good sport to build their collections by pilfering, time has proven that the holder of illbegotten gains generally looses out in the end. We MUST not encourage this method of collecting, so if you are offered these models get in touch with the police or AMRM office.

Cockington Green

It is not unusual for the mailman to deliver some packages that contain press release material. In many instances the material supplied is of little interest to railway modellers, but a recent package is quite the opposite. The product under discussion was Comalco aluminium extruded rail, but the illustration accompanying this matter was a very interesting layout. It was of course Cockington Green, a tourist attraction in the ACT which is a $\frac{1}{12}$th scale outdoor display of British buildings and gardens. This display is a must for anyone visiting our capital and when visiting, one must do so with a sense of humour. Like many detailers of model railway layouts, the builders have included some humorous items, which includes a streaker at a soccer match and a delightful cow-pat scene.

Continued on page 52.

WHYALLA MODEL RAILWAY SOCIETY

FIFTEENTH ANNIVERSARY

by Dave Griffiths

Whyalla, on the shores of Spencer's Gulf in South Australia, has a small but well-established Model Railway Society which recently celebrated its fifteenth anniversary.

The Society was established in 1968 as a branch of the Whyalla Society of Model Engineers. Its object was to foster the hobby of smaller scale models that the engineers were interested in. Shortly after the incorporation of the Society in 1973, work began on the building of a clubroom separate from the Model Engineers premises to allow for unfettered layout expansion. This proved to be a sound decision but the unfettered expansion quickly filled the 6.1m square building to the extent that social gatherings became virtually impossible.

Fund raising in the ensuing period permitted expansion of the clubrooms to twice their previous size. The price of labour, as we are all well aware, forced the group to do the construction unaided from outside. Progress was slow but the approach of the club's fifteenth anniversary provided a suitable target for completion day. With ever increasing vigour as the day approached, members cut and sawed, hammered and nailed, painted and spilled. It became dangerous to stand still for fear of being painted.

It was not in vain; the job was finished in time. As the tools were cleared away in the last week, the completed room was seen to emerge through the hindrance of materials stacked on the floor. The tap worked, the sink drained away, the oven could in fact heat food and now at last there was floor space for our guests to stand or sit to help us celebrate.

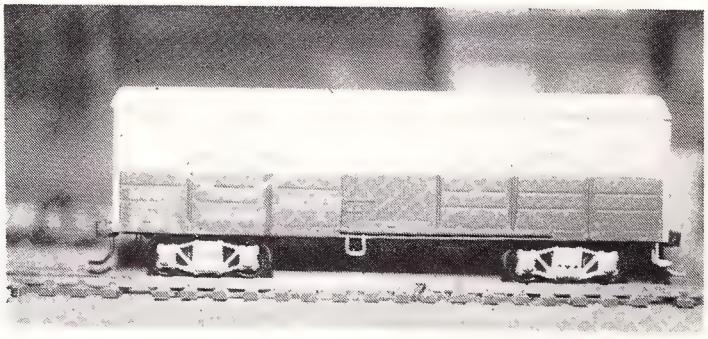
The celebrations began on Saturday 3rd December 1984 when many past members and friends of the club from Adelaide and Port Augusta gathered for a barbeque tea. Only after all were replete was the official business begun.

One of the club's foundation members opened the extension by unveiling a caricature of himself doing the honours. Roger Purling has thus been captured in the club's permanent records. The club's current president, Bob Phillips-Smith, was awarded honorary life membership for the leadership, effort and time which he put in during the construction period.

As a commemoration of the celebration, the club established a decal set designed to suit the Broad Gauge Bodies M class SAR boxcar. The considerable assistance of Peter Ziegler in this project is gratefully acknowledged. A few of these decal sets were surplus to requirements and have been made available to other modellers. They can be obtained for $2 from the Secretary at P.O. Box 729, Whyalla, SA, 5600.

The members and guests concluded the celebration at a very late hour but some were up early the following morning for a tour of local layouts before lunch. Departing guests reported having enjoyed their weekend but local members found difficulty in attending the following Tuesday meeting, many claiming to be suffering from exhaustion.

It is abundantly clear to all members that celebrations don't just happen and the help of wives and many individuals outside the club, many with no interest in model railways, was greatly appreciated. ■



An M van suitably decalled with the red and white club logo.

Roger Purling beside the commemorative plaque. He thought it was to be an engraved metal plate but as the curtain rolled away, he found instead a 'portrait' of himself doing the honours.

A Loco Called Harry

Continued from page 39.

to the locos built there over the years, H220 was handed over to the ARHS Museum for permanent display in April 1962.

As with most locos, various modifications were made to H220 over the years. Soon after entering service, the leading cabside window was blanked off with steel sheet and a sandbox was fitted between the two steam domes, giving the appearance of a single large rectangular dome. During the early 1950s some of the cab side sheet below the footplate was removed and a second mechanical lubricator was added to the fireman's side footplate. Towards the end, part of the tender coaming was cut away. Unfortunately the tender preserved with the loco at the ARHS Museum was not complete. The bogies fitted are from an S class tender and the brake rigging is not complete.

At the time of its introduction the H class was the largest, heaviest and most powerful loco in Australia. The later NSWGR AD60 class Beyer- Garratts were bigger and heavier, with a higher tractive effort for heavy drag work, but it is unlikely that any other Australian loco exceeded the 3200 DBHP at 50mph measured by the dynamometer car (the loco would have been burning Maitland coal to achieve this output). Even the big C class diesels cannot produce that sort of power at the drawbar. It should be noted that the power of a machine is measured in horsepower. The starting tractive effort figure frequently quoted for steam locos is only of importance at low speeds (less than 10mph) and is used to give an idea of the weight of train a loco can start from rest. The speed that train will achieve on a grade is determined by the horsepower the loco develops. For an in-depth study of the factors influencing the performance of various loco designs, reference should be made to an excellent series of articles in the ARHS Bulletin, Issues 304-308, Feb.-Jun 1963 by R.L.Abbott. Page numbers are 27-32 in Issue 304, 44-52 in Issue 305, 60-65 in Issue 306, 69-75 in Issue 307 and 92-100 in Issue 308. If the local library does not have this magazine the modeller should be able to obtain copies of these articles from one that does, provided they are assured the photocopies are for research purposes only.

References

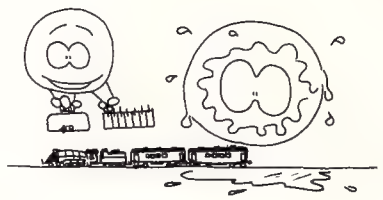
'Steam Locomotive Performance' by R.L.Abbott, ARHS Bulletin No. 304-308, Feb.-June 1963.

ARHS Museum Guide, 3rd Edition, 1970.

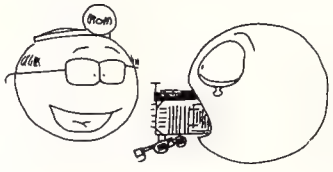
'The Era of the S Class' and 'H220 Locomotives in the Victorian Railways' by Stephen Watson.

'Power Parade', VicRail Public Relations, 2nd Edition.

Various VR Diagram Books. ■



"Did you notice the scale water pickup?"



"Wife's birthday present, eh?"

Model Railroader
HO Narrow Gauge
Railroad You Can Build
SAN JUAN CENTRAL
How to build the San Juan Central — an 8 x 10 HOn3 layout that features sectional construction and new, lightweight scenery techniques

HO Narrow Gauge Railroad You Can Build by Malcolm Furlow. Published by Kalmbach Books.

There is little need to introduce the author, Malcolm Furlow. He has been in the hobby only a short time but in this time, due to the power of the modern press, has made an indelible impact. He has an ability to quickly create a realistic scene with both model and scenery technique. There is an enormous level of natural talent in the man, but he also has a talent to communicate with people. Anyone who witnessed Malcolm's clinic at the Blacktown exhibition in 1982, will testify to this point.

In this book, Malcolm expresses what he is good at. Communicating the methods for building scenery and detailing rolling stock for a narrow gauge layout. The book is broken into nine sections that take the modeller from the prototype, to the benchwork, the tracklaying, the wiring and then the scenery, where Malcolm's special technique is amply described and detailed. Special sections then cover the building and detailing of the structures, the bridges and the rollingstock, including the locomotives. The final section covers operation.

The book is profusely illustrated with colour photographs, while black and white illustrations are used to detail the various methods used in the building of the layout. The San Juan Central has previously featured in the American model press, but when it is presented in a single package, the layout seems to be bigger than life.

For those who may not be interested in HOn3 modelling, this book is still of interest for the methods are not reserved purely for the HOn3 enthusiasts. Recommended to all, especially the newcomer to the hobby.

Bob Gallagher.

The Peco Book of Model Buildings by Mike Gill, published by Peco Publications. Available from Australian Model Craft outlets. Price: $7.95.

Mike Gill is a well known author in the British model press, his expertise being structures made from simple materials, mostly card. He has an ability to communicate his simplistic but very effective methods. Mike Gill's buildings look real. they have the character that can be a scene in themselves.

This soft cover book follows the Peco 'Shows you How' style, but is far more informative and detailed than most similar publications. The various sections cover in detail the methods used to build the structures. This includes the tools, working style and methods. Individual problems are discussed, e.g. the production of bay windows.

The book is profusely illustrated with colour and black and white photographs along with numerous illustrations. Granted the book is aimed at the British OO scale modeller, but OO scale does not have the sole rights to these very useful methods. It is especially recommended to Australian modellers, for we must bear in mind that the architectural style of most Australian building came from the 'Old Country'. Especially recommended to the newcomer in the hobby.

Bob Gallagher.

Styrene window strips by Australian Model Railway Parts. Available from Casula Hobbies, 245 Northumberland Street, Liverpool. 2170. Price: $2.00.

Casula Hobbies, some time ago made the delightful decision to make available to the modelling public as individual items, many components from their injection moulded kits. These are sections of the window glass mouldings from the FO kit. There are eight to a pack, they are 16mm x 128mm x 1mm (0.040") thick. They are styrene, and as such can be secured by most styrene solvents. The uses are endless, but best used as a clear section. It would seem pointless painting such a fine clear finish.

Bob Gallagher.

Track cleaning block by Fleischmann. Available from Bill Webb, PO Box 68, Figtree. 2525. Price $3.70.

There is no need to detail why a track cleaning rubber/instrument is necessary, for all track becomes dirty, even that used with hair clipper oil. The main requirement of a cleaner is that it should not be too abrasive, should be easy to handle and it must clean the track. The Fleischmann cleaner fills all requirements.

Sized 40mm x 50mm x 18mm thick it is very easily handled, and while in use one does not have the feeling that one is about to rip one's fingers to pieces on the track joints. It looks very abrasive, but looks are deceiving. The block can be bent, indicating that it must be made of a rubber material. As a method of cleaning track it is great. This reviewer must have the most corrosive train room in Sydney. Living near the sea, and near a number of chemical complexes, the shine on the rail head disappears in a day, but this cleaner quickly cleaned off the grime. Given the hardest test, on a section of track, not used or cleaned for over a year, it took only four passes to clean the rail head. Excellent!

Bob Gallagher.

Track cutters by Fleischmann. Available from Bill Webb, PO Box 68, Figtree. 2525. Price: $28.75.

The purpose of track cutters is to reduce the labour content of using a track saw, and in the same instance leaving the rail so that it is not burred or torn. Brief instructions on the pack advise the correct cutting method, and used this way the rail is severed very neatly. There is no evidence of burrs, although it is always suggested that the rail head and base should be brushed over with a fine file before fitting the rail joiner. (If you want to create the clickity-clack sound on your railway, file a taper on the top edge of the rail head). The cutters are 200mm in length and the handles are covered in plastic, making the use of the cutters very comfortable to use. An excellent tool!

Bob Gallagher.

Razor Saws by Zona. Supplied to the trade by Dawn Trading, 17 Tenderten Road, Botany. 2019.

One of the most useful tools for the modeller is a razor saw. It can be used for cutting most items from rail to timber, brass sheet and even plastic (and invariably fingers). To cover materials of all thicknesses it is necessary to have a selection of blades having different number of teeth per inch. The Zona saw caters for this by having a range of saws with differing teeth pitch. No.150 has 42 teeth per inch and is ideal for very fine work; No.200 has 32 teeth per inch and is ideal for fine cuts on thicker material. Both No.150 and 200 are illustrated. Also in the Zona range is No.300 (24 teeth per inch) and No.500, which has a thick blade and 32 teeth per inch.

The blades are made from high quality steel and are strengthened. On the back of the package there are instructions for use and suggestions for the variety of uses possible with a razor saw. Note that one suggestion is cutting the bones of meat. Warning: Do not try it, or you wife will claim possession of the saw and you will have to purchase a second saw.

Bob Gallagher.

Track fixer by Fleischmann. Available from Bill Webb, PO Box 68, Figtree. 2525. Price: $13.70.

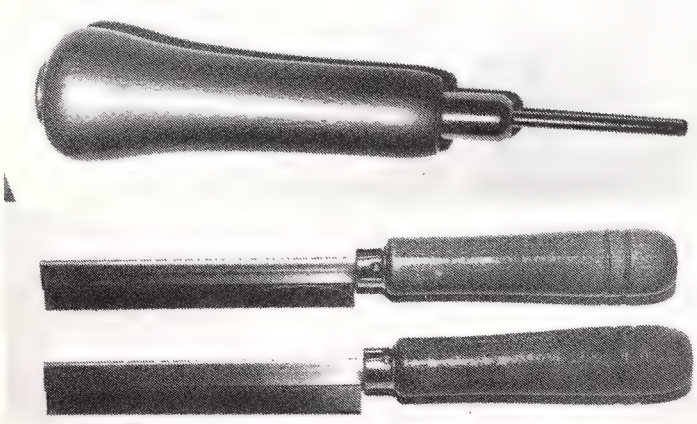
This tool is designed to hold, position and then push the dog spike into position. It consists of a timber handle, which does fit nicely into the palm of the hand, and a magnetised steel shaft, which is inside a sprung loaded shield. The magnetised stem hold the steel dog spike while the outer shield hold the spike straight. Use is very simple and relatively easy, although the material into which the spike is being driven will have a bearing on the matter. A very useful tool.

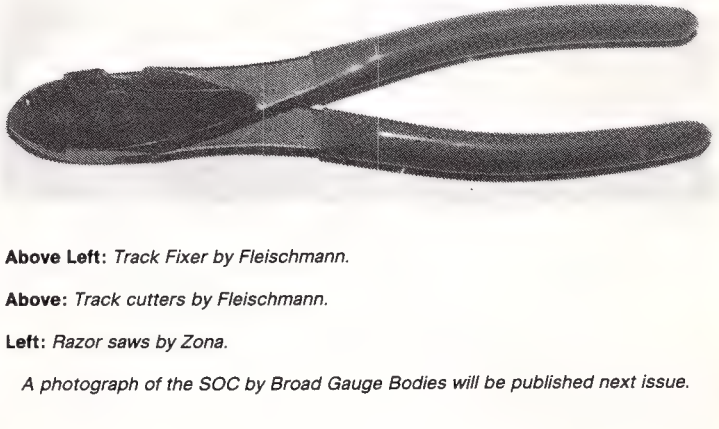
Bob Gallagher.

South Australian Railways SOC bogie ore wagon kit in HO scale by Broad Gauge Bodies, P.O. Box 137, Daw Park, 5041. Price: $8.65.

The South Australian standard gauge SOC bogie ore wagon was derived from the narrow gauge system of the Railways in 1968 when the 100 strong class was converted from the 3'6" OMN wagon. Apart from ore traffic, 16 of the class were used for salt traffic from Whyalla and were stencilled for this working only. In addition, some members of the class were used in scrap steel traffic to Whyalla. The kit has been modelled as the SOC would have been seen prior to the ANR takeover of the South Australian Railways in 1978.

The kit comprises the usual castings, decals, detailing components and instruction sheet expected from this manufacturer. Most castings as supplied were flat and relatively free of flash, with the exception of one side which needed a little more attention with the file than is usually required. In addition, both sides had a very minor curve along the length of the casting. These curves were in opposite directions and resulted in the end of the side casting not aligning with the angle of the end casting in one corner when the model was assembled. Apart from this problem, assembly of the kit was relatively straight-



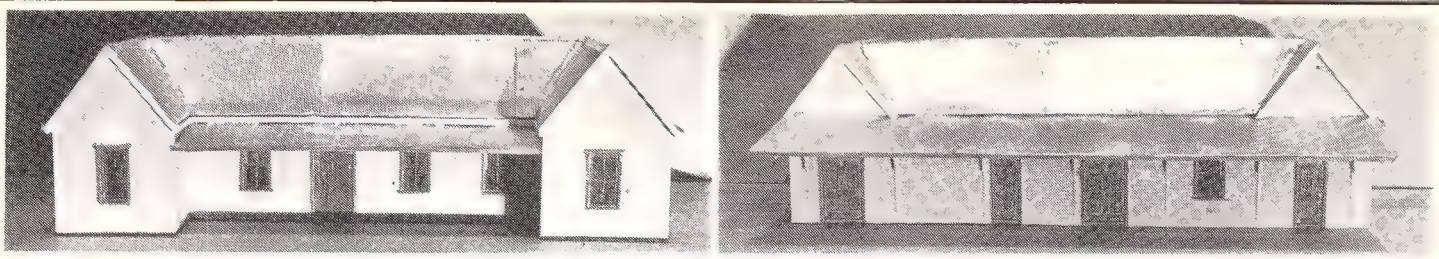


Above Left: *Track Fixer by Fleischmann.*

Above: *Track cutters by Fleischmann.*

Left: *Razor saws by Zona.*

A photograph of the SOC by Broad Gauge Bodies will be published next issue.



NSW station building kit in HO scale by Rails North Models.

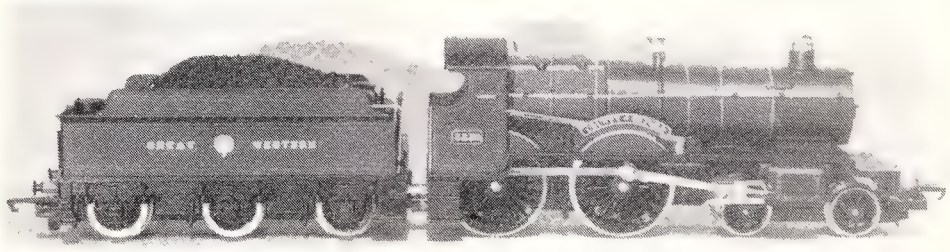
Road side *Rail side.*

forward.

Unlike previous kits from this manufacturer, the brackets for the grade control and release control handles are not cast on the model and these have to be fabricated from the styrene and wire supplied. Whilst this procedure didn't present any problems, it is felt these details could have been cast in place as has been done in the past and as a result, further compliment the standard of the kit. Fitting and positioning of handrails was made easy by the aid of premarked drill holes in the castings.

With a coat of paint and application of the decals, the model builds up to a good representation of the prototype and appears proportionally correct. Modellers of the South Australian Railways standard gauge system should welcome the production of this kit.

Graeme Pantlin



'County of Oxford' in OO scale by Hornby.

'County of Oxford' 4-4-0 locomotive in OO scale by Hornby.

In Britain, in the early years of this century, the Great Western Railway was in the midst of a policy of locomotive design and development using a standardised range of components. George Jackson Churchward, who had worked his way up through the ranks, had just been appointed Locomotive and Carriage Superintendent and was actively comparing the merits of the 4-4-2 and 4-6-0 wheel arrangements. At the same time, the need arose for a batch of 4-4-0 tender locomotives to perform a particular, lighter duty. Thus the 'County' class was born, made up from as many of the standardised parts as possible.

Although apparently good honest workers, the fourty members of the class were prone to oscillating and were soon known as 'Churchward's Rough Riders'. A tank locomotive version was also constructed at the same time.

By the early 1930s the influx of newer and better locomotives allowed the withdrawal of the 'Countys' and their tank engine counterparts. Rather than being scrapped, they were simply dismantled and the parts re-used in other locomotives.

In 1929, a model of the 'County of Bedford' was introduced in the Hornby O Gauge Trains as part of their range of 'true-to-type' No.2 Special Locomotives. production ceased in 1939 and the surviving examples are much cherished by collectors. Four years ago, the present Hornby Railways, much to the delight of all old 'Hornby Boys' re-introduced the 'County of Bedford', together with some other 4- 4- 0s, into their current OO scale range. Now Hornby Railways have re-named and re-numbered the loco to represent 3820 'County of Oxford'.

The model forwarded for review proved to be an excellent performer. On a small oval layout with 20'' radius curves, 'County of Oxford' easily handled an eight carriage train at very realistic speeds. Powered by a Ring-Field motor in the tender and driving on the outer two axles via rubber-tyred wheels, a smooth performance was easily obtained. One notable difference from other similar locomotives was the provision of a much more substantial spring in the coupling between the loco and tender. Earlier locos with the smaller spring were inclined to snap the spring and become immobile as the spring also carries the power to the motor. Otherwise, comparison with the earlier 'County of Bedford' reveals an almost identical standard of finish.

An added feature is the inclusion of a 'Loco Super Detail Pack', which is a small plastic bag containing loco crew, lamps, fire irons, vacuum pipes and route discs to dress up the model. A comprehensive instruction sheet is also included, leaving the owner in no doubt as to the uses of his newly-acquired locomotive and how to dress it up and maintain it.

Top marks, Hornby, a fine model and a fine performer, particularly appropriate in 1985, the year of Great Western's 150th Anniversary.

David Taylor.

NSW Station Building kit by Rails North Models, P.O. Box 736, Grafton. 2460. Price: $28.80.

This structure is representative of the style used by the NSWGR in the country. The exterior is lapped timber with a corrugated iron roof. There is a full length awning on the platform side and a shorter on the road side, between the two main gabled sections. Generally, this station would have a station masters office, ladies waiting room and a parcels office.

The kit is supplied in a poly bag along with a set of assembly instructions. The main body components are supplied as epoxy castings, complete with window glass. Balsa is supplied for the roof base and corrugated iron for the exterior covering. A feature on the kit is the provision of the double sided curved roof supports.

The parts and castings for this kit had good detail with a small amount of flash, which was easily trimmed. Straightening was done with hot water and a book as a weight on a flat surface. The instructions provided adequate information to complete the building.

Assembly followed instructions and main areas of comment are:-

a. The centre section of rear side had to be worked to achieve a good fit and maintain building squareness. The part was too long.

b. Insufficient corrugated iron sheet supplied to complete the roofing task. An extra 2½ sheets were required.

c. Care is needed to separate chimneys from sprue to avoid top section breaking. A fine saw was used.

d. Special care was exercized around the windows to avoid breakage.

The complete assembled kit provides a good representation of this style of NSW station building.

John Buttsworth.

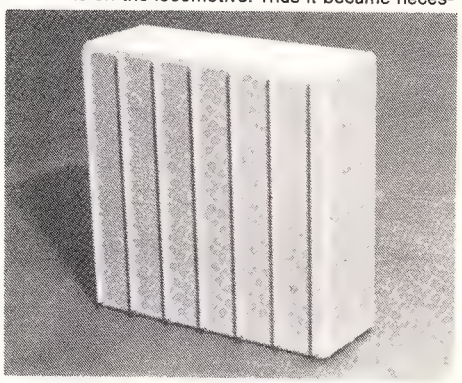
VR U van decal pack for HO scale by Broad Gauge Bodies, PO Box 137, Daw Park. 5041. Price: $1.10.

Coded no.71 this pack has, no doubt, been released due to the popularity of the Broad Gauge Models U van kit. The decals are white on a clear backing. There are sufficient sets of numbers, set out in the correct format to number over ten vans without having to alter any of the numbers. If alteration is desired, sufficient numbers have been supplied on the bottom of the sheet. Along with the class and road number, which is applied to the side of the van, the 15 and 16 ton lettering is available along with the inverted U. An added bonus is the provision of lettering for UB15, the bogie version. There is little doubt that this pack will be found to be very useful for VR HO scale modellers.

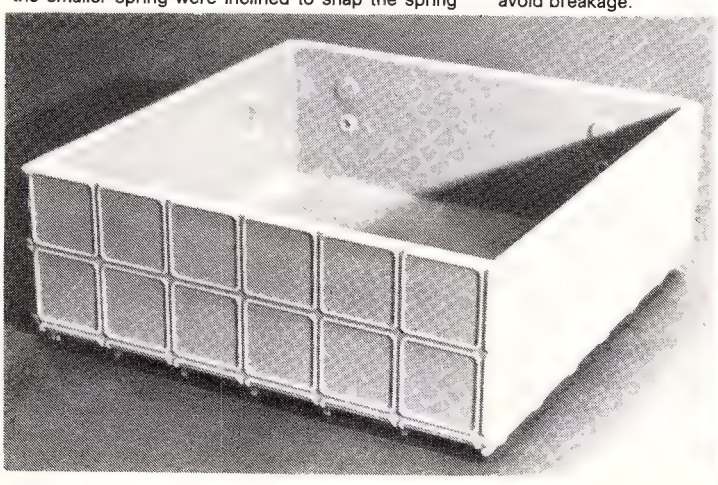
Bob Gallagher.

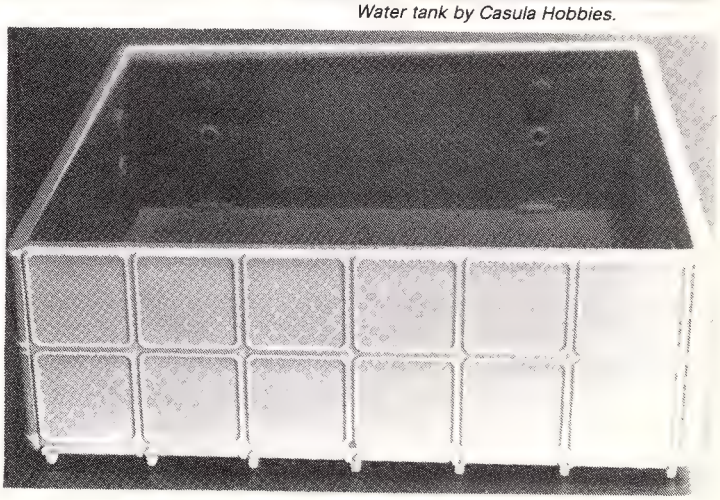
NSWR lineside water tank kit in HO scale by Casula Hobbies, 245 Northumberland st., Liverpool, 2170. Price: $6.00.

This kit is part of what could be a very complex kit. Steam engines ran on coal and water, and while the coal came out of the ground, the water always came from above. Unfortunately it was not possible to tap this overhead source and direct it straight into the tanks on the locomotive. Thus it became neces-



Water tank by Casula Hobbies.





sary to build special tanks to hold water for the steam driven locomotives. These tanks were formed from cast sections, which were bolted together and placed on top of complex supports on location, in city and country areas. A combination of sections would enable the tank to hold from 5,000 up to 60,000 gallons of water.

The kit, as presented is a tank only kit, and comprises four sides and a floor, all parts being polystyrene injection mouldings. Moulded in grey, the side sections, all identical are detailed with the section grooves and are provided on the inside with location lugs. These lugs sit on top of the floor section, the latter of which is provided with the support beams on the underside. There is a need to remove some flash where the parts were attached to the moulding sprue, and this is easily accomplished with a fine file.

Assembly is straightforward, and it needs to be for there are no instructions in the clear poly pack. Overall assembly took four minutes, not time consuming by any means. The tank measures 95mm x 95mm x 32mm deep, making it a 40,000 gallon capacity tank. The support beams under the base are 2.5mm deep. The completed tank is a very fine model with all joins being cleanly finished. There is no interior detail, and while this comment is not aimed at being critical, maybe there should be, for on most layouts, everyone will look into the top of the tank. (Maybe this could be an article for AMRM — Editor.)

As previously mentioned, there is no underframe for the tank so we can only wait to see what the manufacturer offers in the future or get out the plastic of timber shapes and produce our own frame. Maybe this could be an ideal subject for a budding AMRM author? For those without access to the details the tank is supported by sixteen 8" x 6" x 35 lb R.S.J. steel spaced 8' apart. These posts are supported on concrete foundations, the outter being 3' square and the inner 2'6" square, the top of the concrete being level with rail height. The tank is 17'9" high, this measurement being from the top of the concrete block to the underside of the tank. (Make allowances for tank supports).

Bob Gallagher.

NSW SRA OCY container wagon kit in HO scale by Casula Hobbies, 245 Northumberland Street, Liverpool. 2170. Price: $16.50.

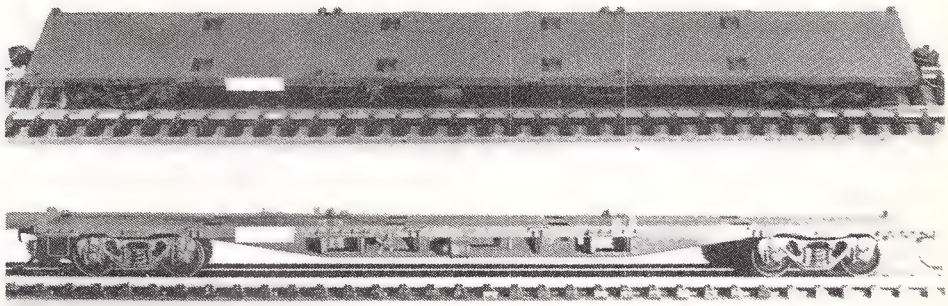
This kit is marketed under the OCY/OCX heading, but this is a misnomer. The OCY wagon was manufactured by three different manufacturers in six orders between 1974 and 1975, following the success of the previously manufactured OCX wagon. While the two vehicles (OCY/OCX) are similar in size there any many physical variations between the two, in fact there are obvious variations between the OCYs, the difference here being between manufacturing groups.

The base difference between the OCY and OCX is the width, the end stock, the side sections and the bogies. It is easily noticed around the bogies, for while the OCX had straight channel section side sill, the side of the OCY is sculptured around the wheels. The OCY is fitted with the 2CM type bogie, which is not available for bogie exchange traffic.

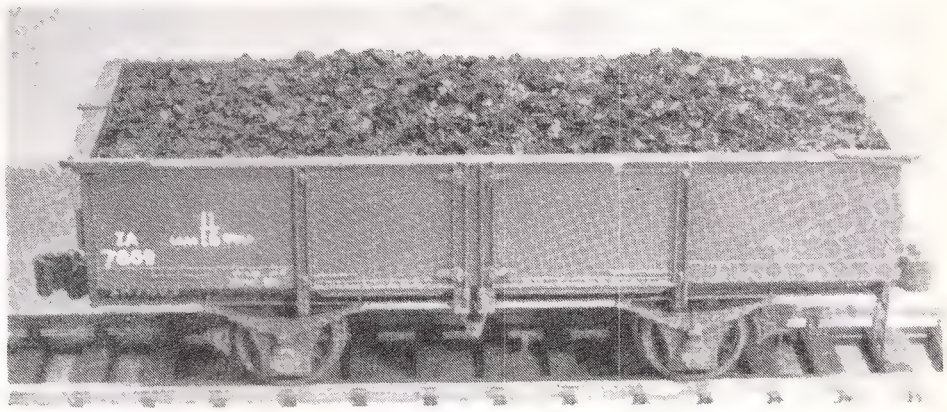
The difference between the OCYs can be found in the brake gear and in fabrication variations on the container anchor supports adjacent the headstock. On the Comeng manufactured units this pad has a tapered cover, but on the Goninan manufactured units it is open. The kit appears to represent the Goninan manufactured units which were numbered 34301-34400 and 34951-35050. The OCYs attained the NQOY coding in the 1980 re-coding. The only aspects of the kit affected by this incorrect naming is the kit label and the instruction sheet, so no real harm is done. It is also important to note that the manufacturer has expressed a desire to correct this aspect on the top and instructions.

The kit is supplied in a poly bag with a card top, the illustrated instruction sheet providing the stiffening of the package. Special note should be made of the card top, well the colour at least. It will not get lost on the shelf. The kit comprises a polystyrene moulded deck, bogie sideframes and bolster pin, wheels, wire, a strip of white styrene sheet and detail items, including brake cylinder, air receiver and hand brake wheels.

The moulding can be qualified as good, there being a few indiscretions. These included undue flash around the mould join, moulding flaw above the bolster pins and rather course container anchors. Further to this there were a number of broken sections on the side. Apart from these flaws the detail is quite good, although it should be noted that the reproduction of the chain locking section on the top edge of the lashing chain storage recess has not been attempted.



NSW SRA OCY kit by Casula Hobbies.



VR I wagon kit in HO scale by Broad Gauge Models.

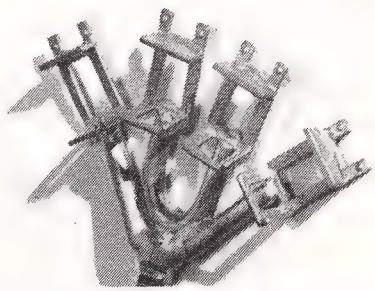
Assembly of the kit is basic. The flash has to be cleaned off, taking care not to break any of the fine detail on the side sill. The one piece bogies have to be deflashed and the wheels fitted. The floors in the anchor storage boxes and the chain storage recess has to be cut (from the styrene supplied) and glued in place and the tops of the steps along the top edges of the side have to be cut (from styrene) and secured in place.

The instruction sheet is superb. With any flat wagon, there is a need to add all the underside detail to add character to the vehicle. All the relevent detail is supplied on the instruction sheet, as is the information for the fitting of Kadee couplers. For weight, if the wagon is to be run without a container, there is space between the centre sills.

The model measures up well to the prototype and is a good representation. However, despite these accolades, the model is a bit of a disappointment, especially on the deck. Because of the moulding flaws it is almost essential to add containers to the wagon, but not all container wagons run with containers attached. Maybe there is a method by which the moulding defects in the deck can be filled and finished flat.

Regardless of the above comment, there is little doubt that this kit will find its niche in the market for modern NSW SRA rolling stock that can be painted, black, blue or red for if all the underfloor detail is added a very nice model is the result.

Bob Gallagher.



Shunters steps in HO scale by Tyren Distributors, PO Box 144, Coburg, 3058. Price: $3.95.

A bonus from the ZLP model built for Tyren by The Model Co, these components are supplied four to a pack, attached to the lost wax casting sprue. For use each part has to be removed from the sprue, cleaned up and the decking of the lower step added, by either soldering or super glue. The detail on these steps is superb. Attachment nuts, see through decking, etc, etc. Ideal for the scratchbuilder or kit builder who set a very high standard in finished models.

Bob Gallagher.

Victorian Railways I wagon kit in HO scale by Broad Gauge Models, PO Box 136 Boronia, 3155. Price: $6.50.

The latest offering from BGM is the model of the 15 ton I wagon which first entered service with the Victorian Railways in 1908. Over eight thousand of these general purpose open wagons were built and in later years, following the introduction of the GY open wagon, many of the I wagons were released for conversion to specialist usage wagons. By late 1982 all I wagons had been removed from revenue service. (What a pity if you happen to model the V/Line era.)

The kit is supplied in a clear poly bag with a card top and contains two sprues of injection moulded styrene parts, two 11.08mm wheel sets, wire for ridge gear, stanchions and the instruction sheets. The detail on the sides and ends can only be described as superb with none of the detail from the prototype lacking on the model. The bolt heads alone will keep most rivet counters occupied for hours. Flash was evident on some of the smaller parts but was carefully removed with a file without too much difficulty. All parts were easily cut from the sprues and again a minimal amount of filing was required to remove the remainder of the moulding lugs.

Following the instructions the kits assembled easily with only one problem encountered. When the door stanchion gussets were secured to the sidesills they were found to protrude beyond the width of the floor. A small amount filed off each gusset ensured that the sides of the wagon would mate properly with the underframe.

Along with full details for painting, the instruction sheet includes diagrams of the wagon showing lettering positions, size, etc., over three time periods, 1920-1958, 1958-1972 and 1972-1982. A very welcome addition indeed and hopefully a feature of instruction sheets in the future.

Brass handbrake parts will soon be available and the addition of these will certainly finish off one of the finest models yet from Broad Gauge Models. Whether you model steam or diesel, all VR modellers should be able to find a use for the I wagon on their layout.

Andrew Barkla.

HANDY HINTS

Glueing of transfers: A light smear of clear lacquer on the surface area where the transfer is to be placed, thence place on transfer. Leave for ½ hour, thence another light smear of same with No. 1 brush. Better glueing, transfer stands out, avoids peeling off.

Ken

AMRM NEWS

Continued from page 47.

However, for the railway fan, the highlight must be the High Speed Train, which automatically starts once you walk over the footbridge. A photo electric cell energises the train which runs on the aluminium rail. For those who like their trains a bit bigger there is also a live steamer in the grounds where the kids — large and small can get a few circuits for a few cents. Cockington Green is recommended for a couple of hours enjoyment for all the family, especially if you are a British modeller and have not visited the old country.

The Daily News

Most modellers use the hobby as a method of ignoring the real world, and as such by shrinking into a cocoon seem to hope that the world will go by and not harm them. This is what a hobby is for. Total relaxation!

Unfortunately, recent events on news affect those of us in the hobby, and to ignore them is just plain insanity.

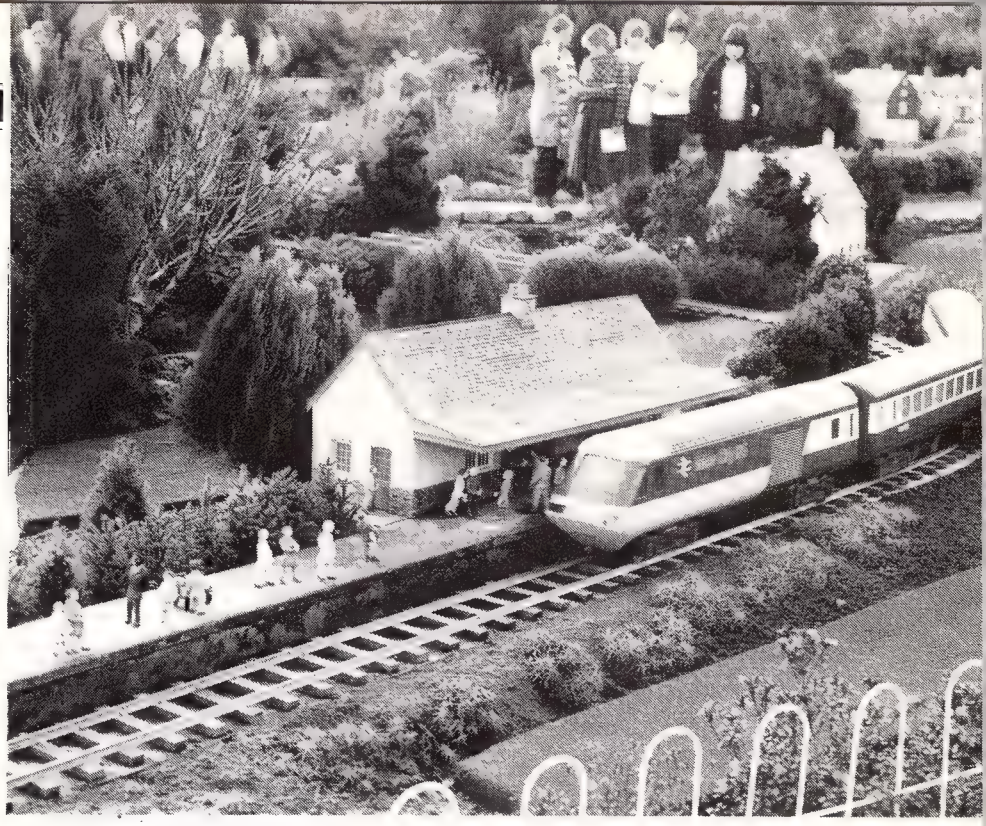
There was of course the information that the application to remove the protective tariff from all model railway equipment had not been totally successful. In a sense this affects the end price of all Australian outline models imported into Australia, except from New Zealand. We reject claims, made elsewhere, that AMRM has no right to bring this matter to the knowledge of our readers.

Those readers who keep in touch with current affairs no doubt were amused by the banning of the New Zealand chocolates from Queensland. in the news coverage of this item the word CED was raised a few times. Closer Economic Developement is an arrangement between Australia and New Zealand, where protective tariffs, etc are not imposed. As it affects us all, products coming into Australia from NZ, do so without the Government receiving a great slug.

There is of course the current industrial crisis, with Commonwealth Public Servants, that is greatly affecting the hobby. In their desire to attain their wishes the Public Servants are avoiding the collection of money for the Government. Surprise, surprise — this affects the customs department, the section of the community that administers the receipt of goods into this country. It would only be a guess as to how many importers (and not just brass loco importers) whose products are awaiting clearance, and we, the prospective purchasers are being critical on the non arrival of the goods.

Next, and possibly the most crucial is the news that the Australian dollar is dropping in value. So what! you say, heavy financial talk. Are readers aware that most importers in Australia purchase their goods from overseas in US dollars. When they make agreements to purchase goods, the almighty US dollar is the rate which is negotiated. When the value of the Aussie dollar drops, importers have to pay more for their imports than was originally expected. If the importer has advertised a set price, and sticks to it, his profit margin decreases, and the rate our dollar is reducing one would have to be half mad to be an importer. It is not hard to remember when it was economical to send to the US for our own models, based on the prices shown in the US press. Then the Aussie dollar was worth $1.27 (plus) of the Yankee dollar. Today, as these notes are being prepared, the Aussie dollar dropped in value to $US0.74 cents. Who, among us, would bother making the effort of buying from US shops. But this action must also have a major affect on all imports, and a majority of modelling supplies are imported.

After re-reading these notes it may be better ignoring what is happening in the real word, and quickly getting back into that cocoon. The thought of all these aspects could drive a modeller to stamp collecting. Heaven forbid!



Comalco extruded rail is used for the HST, on display at Cockington Green.

Thank You

A special thank you to the many readers who sent us Xmas cards. The thoughts expressed are appreciated.

A further vote of appreciation to the many readers who replied to the plea for X200 class photographs. The response was so great that we had trouble selecting the ones to use. Thank you for your help.

Help Again

We are seeking the assistance, once again, from readers to help us illustrate an article being prepared for a future issue. Photographs of the NSWR BKX (NMKX) car carrier are needed, both styles — the open and enclosed. The pics may be either black and white or colour prints, but any pics must clearly illustrate the wagon.

Another vehicle we are hopeing to cover is the NSWR MRC vans used by Nepean Milk, the vans having a colourfull sign on ths side. Both colour and black and white photographs are required.

A Parallel

Well, the Trax 48 class is here for good. It has already made its impact in the hobby, and there is little doubt that it is here for an unforseeable period. For a long time, there had not been a model introduced to the NSWR scene, that has created such discussion and comments.

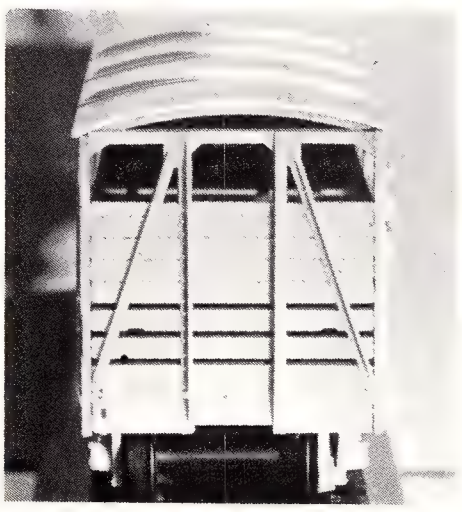
Can't pull a thing! The mech is useless! Won't go through points! Derails! Atrocious packaging! Useless couplers! No, these are not the comments of the 48 but another locomotive released over fifteen years ago. It also was released in bulk, at a then growing consumer goods store and it was possible to buy, or bargain the price of the model at nearly half of the hobby shop or recommended price.

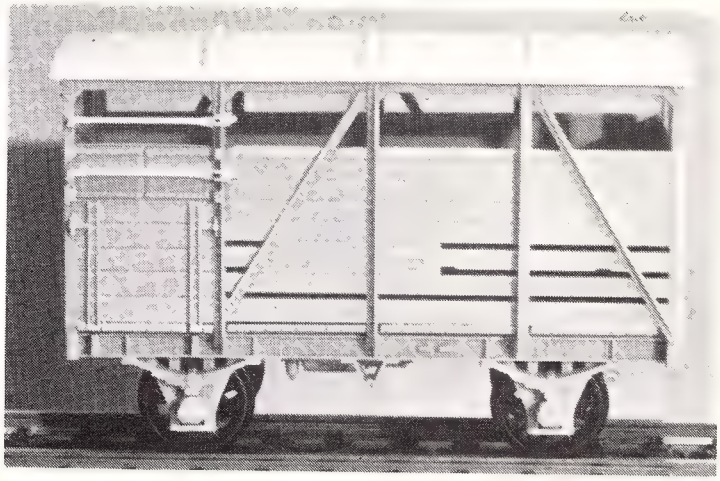
The model, of course is the Lima 44 class, and its introduction into the hobby is not hard to remember. In fact, the mechanism of this model was denigrated for many, many years. And look at it today. The standard bearer of the HO scale NSWR model railway hobby.

It is interesting to note that no one has severely criticised the accuracy of the 44 class body, or its mouldings. Another parallel, for there has been little comment on the body and mouldings of the 48 class. It is very accurate. Is it not possible that most of the complaints have been made in haste, with most expecting too much for their dollar. Time will prove the 48 to be a very often acquired model by the NSWR modeller.

Modelling Project

As a closing note to the above paragraphs, AMRM is preparing an article on reworking the Trax 48 class. Prototypically, to be retained to the model as supplied, modellers are invited to submit the modifications applied to the model to achieve better running and smoother operation. All submissions will be grouped and included in the article. We make this appeal, for it is becoming obvious that many modellers are approaching the same problem in different ways, and why should we not all share in these methods.





Another superb kit from Broad Gauge Models? Doubting Thomases can check for themselves from the above photo of a built up model of advance mouldings. The model will be released with the specially produced 11.08mm, 9 spoke wheelset.

Learning the Lingo

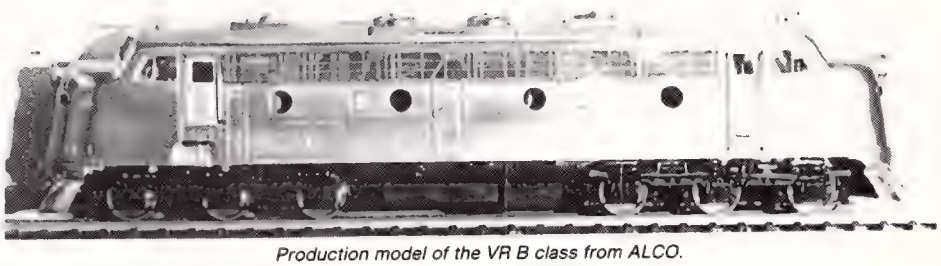
Newcomers to the model railway hobby must be totally confused by some of the terminology used by modellers – bogie, MHG, CTC, sill, bolster, Hudson, etc., etc. It is often confusing to old hands so the new chum has to be pitied. Australian Model Craft Co. have seen this problem, and unlike the rest of us, have done something about it by producing a booklet entitled 'Learning the Lingo of Railways and Model Railways'. It is a twelve page publication that delves into the terminology used in the hobby and using illustrations describes the names given to various locomotives and the names given to various components that make up rollingstock. Admittedly it does not cover the codes or classes of Australian rolling stock, but most of this can be gleaned from other publications. For the newcomer, this is an excellent publication, and is available from AMC outlets, or AMC direct.

COMMERCIAL NEWS

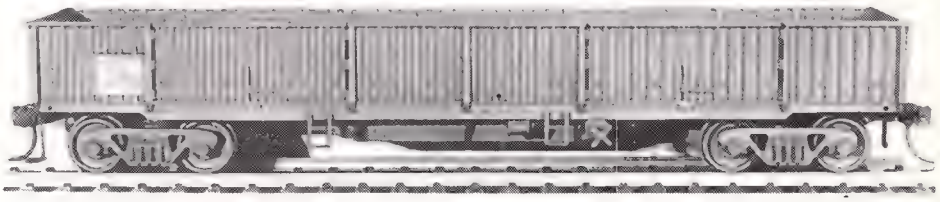
Arrivals

A new service for the model railway hobby has been established in Rothwell, Queensland. Operated by M. R. Dauth, the service offered is varied and includes painting, repairs, repowering, conversions and kit building. For further details see the advert this issue.

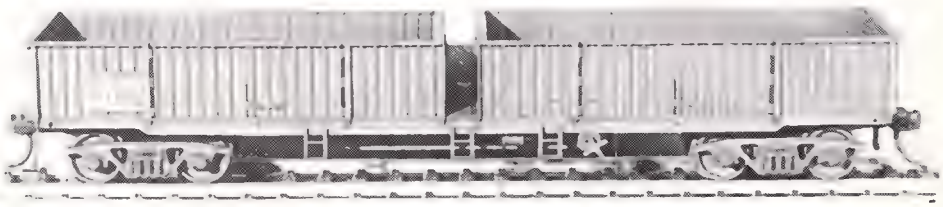
A.M. Models have released a number of paints in what will be known as the 'Railcolour' range. Being an enamel-type paint no special thinners are required,

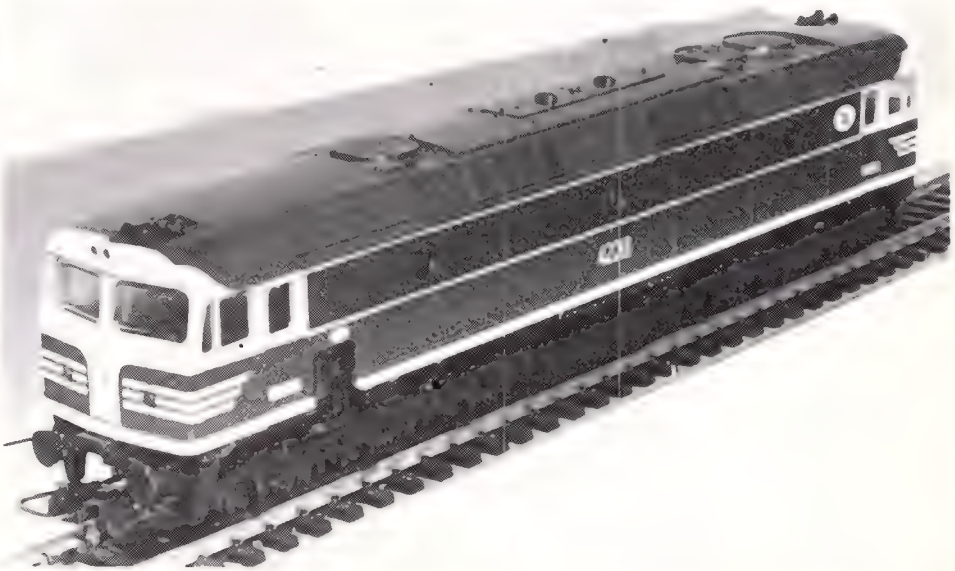


Production model of the VR B class from ALCO.



The latest offering from AR Kits, the BDX (NOBX) above and the CCX (NCBX), below. These kits will be reviewed in the next issue.





Just as the finishing touches were being applied to this issue a few delights from Lima came to hand, all destined for the Sydney Toy Fair, a report of which will be in the next issue. Of the three objects in the parcel the most important, to NSWR modellers anyway, was the model of the 422 class diesel. Lima's agents in Australia, Southern Models Supplies, pointed out that there were still a few things to be done to the model, so as we see it above, it is not in its final form. This being the case, it is obvious that we will not see the model in the shops for a while yet but when we do we can expect an excellent model. Lima have obviously looked to continually improve their models, and improve they have. Window glazing nearly flush with the frames, blades in the fan mouldings, twin headlights, etc., the list is endless. A good description of the model is that it is as good as the 44, and that detail has now been applied to parts previously ignored, like the conduits on the underframe. Hopefully, the photographs above will be good enough so that all readers will be able to see the quality. As illustrated it does supply something for most modellers for there are a couple of items that will no doubt give the model modifiers something to get their teeth into, but more of that later when the final production run model is reviewed. Also in the package was the latest Lima catalogues, hopefully also included in the Review column this issue. Special item of interest in the catalogue is the Australian section that suggests the imminent release of some repainted models. First on the page is the VR S class in V/Line grey and orange colours (impressive), then the 930 (44) in AN green and yellow (colourful), then the 422 (the illustration is of a mockup model which is not a patch on the model illustrated above. In the new items is the ELX repainted in AN green and yellow and the same treatment to the 8300 van, which is in the 'Lemon Twist' livery. Who said interest in the Australian scene was becoming stagnant?

but A.M. Models recommend ordinary white spirit. The paint is being supplied in tinlets and to date the colours released include Tuscan, Steam Loco Green and Indian Red — all aimed at the NSWR market. A.M. plan to introduce the SRA candy stripe colours and some VR, Vicrail and ANR colours.

Sentinel have released their HO scale kit of the NSWR 0-6-0 Z19 class locomotive, and the response from purchasers is very promising.

Fybren Models advise that they have been appointed one of three outlets in Australia for Dapol, who have a large range of rolling stock including two versions of the 0-4-0 Pug (LMS and BR). Fybren also advise that all Graham Farish locomotives coming into Australia now have the new five pole motors and that GF are gradually phasing out the brass gearing. The new Farish loco, a Deltic should be available soon in three liveries. New in the Cooper Craft range is a number of AEC lorry kits.

Broad Gauge Models have released the VR M van, a four wheel cattle van as an injection moulded kit. BGM have also added two new colours to their range of paints, the colours being carriage red and wagon yellow.

Kalmbach Books have released a two books that will be of keen interest to the modeller. The first 'How To Photograph Scale Models' would be of help to many. The author has experience in military models and boxed dioramas, both very similar in subject matter to model railways. The second 'HO Narrow Gauge Railroad You Can Build' is a beaut by Malcolm Furlow. This book will be covered in detail in the Review section.

Also on the book scene Peco has released Model Buildings by Mike Gill which will also be covered in the review section.

Data Sheets have re-released the Class 79 and (Z)12 class drawings. They are also working on sheets for the Z18, Z13 and Z26 classes.

Railmac Publications have released a number of new publications including:- Cavalcade of Australian Coastal Passenger Steamers by Ronald Parsons, Australian Half-cab Buses by Bruce Tilley, Preserved V.R. Steam by Steve McNicol, The Culcairn To Cowra Railway by Bob Scrymgeour, Harry Wright's Railway Album, Ships of Yorke Peninsula by Ronald Parsons and British Industrial Steam by Mike Ware.

A.M. Models have released a package (AM-3) of NSWGR locomotive numerals in nickel silver. The pack is similar to the brass numerals released previously.

Sentinel has released a HO/OO scale yard crane, which is available from AMC outlets.

Over past months Broad Gauge Bodies have released a number of decals for the VR U van, but our recording of each release has been a shade tardy. Following is (we hope) most of the billboard decals that have been released recently:- J.Kennon and Sons for U 1235, Peters Ice Cream, circa 1930 for U 1016, Gippsland & Northern Co-Op for U 1215, Glen Valley Tea for U 1239 and V.P.C. for U 1412 which has different decals for each side. B.G.B. have also released a set of decals for numbering the U van.

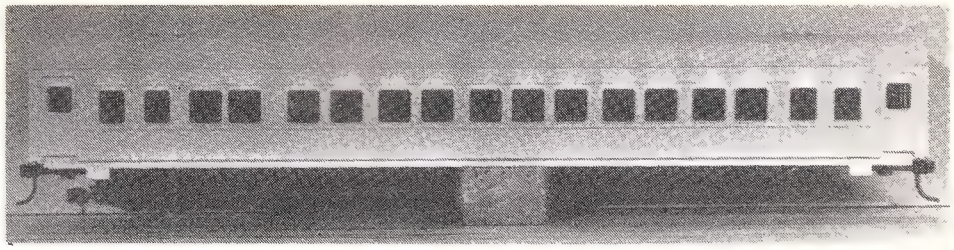
AR Kits came back to the injection moulded kit scene in late December with two superb kits, the BDX open wagon and CCX coil steel wagon. As these were the first kits being produced by the new owner of AR Kits, they were awaited with keen anticipation. The wait was well worthwhile, and despite the BDX being one of the most commonly produced kits on the NSWR scene, this version should make the greatest impact.

Design Workshop have released their second kit, the Shamrock Hotel. Their first kit has been used in many situations and there is little doubt that the Shamrock Hotel kit will serve the HO scale modeller well, either as built or in low relief.

To accompany some kits on sale in their shop, Casula Hobbies have released a decal set for the NSWR (goods) brake vans. The lettering is dark yellow on a clear background. Another decal set available from Casula is one for lining the HO scale Trax 48 class. Casula have released a special version of their LHO kit. Coded LHY, the van has an extra door, and resembles the van currently being used by the SRA.

Casula Hobbies, surprising many, released a kit for the OCY container wagon at the Birkenhead Point exhibition. Made by the injection moulded process, this is a nice addition for the modern modeller. An introduction special for the duration of the exhibition was the inclusion of three containers. Other releases from Casula include a kit for a lineside water tank, the style that is used to supply water to locomotives.

As most modellers are aware Casula Hobbies have purchased the dies for the Trax range of injection moulded kits and while these kits are available from Casula, and other outlets it is important to note that Casula are continuing to improve some of the kits. The first kit to receive this attention was the K wagon which has had some modification to the sides and now has the more popular, and modern dreadnought style end. The ever popular S wagon has also received some attention in that the depth of the side panels has been increased, to that closer scale, one of the few problems with the S wagon. Modellers should note that there are now two styles of both kits on the market, there also being two price structures. The higher price is the modified kit.



The next offering from Casula Hobbies is the SBS air conditioned passenger car. Above is an assembled advanced moulding of the kit which is now in production. Full underbody detail, plus bogies will be included.

Coming across the Tasman for Bergs Hobbies is the HO scale 41 class, white metal kit. This model has been produced to be placed on a Mehano chassis. However, it is important to note that Bergs Hobbies plan for a brass chassis from K & M Precision Engineering, similar to that being produced for the Stephen Johnson 47 class. It is great to see Aussie engineering at work, for these chassis show tremendous promise for the modeller.

Alco models have released the VR B class diesel and it has been well received by modellers.

Red Heart Souvenirs have added a few new items of interest to their range. First is a poster depicting steam locomotives from around the world. Other posters are reprints of the advertising posters for the Trans-Australia and the Central Australia railways. Also in the range is a set of drink coasters with Westrail/Commonwealth Railways illustrations.

Weico Models advise that they have now produced what was possibly the best Holden ever built, the EH series. In HO scale, it is available assembled and painted.

Expected Arrivals

Tyren Distributors advise that their VR F class, being made by The Model Co, should be in the country by the time this magazine is published.

The BGM S class steamers have proved to be very popular, for not only have all models been accounted for, but there is also a waiting list.

Trax Model Products have advised that the crane wagon is due into the country in late February, and providing the Customs dispute is over the model should be available as this issue is released.

Expected soon from Broad Gauge Bodies are two new decal sets for the VR U van. The first is the Allen's Cure-'Em-Quick for U 1284 and the other a Haig's whisky sign. BGB will also be releasing a decal set for the VR diesel loco wings, for loco numbering and a decal for loco lining, a V/Line tarpaulin set. On the kit scene the SAR 500 class passenger car is ready for release as is a AOGA, which in English is an OB style open wagon complete with tarpaulins printed with the 'Top Brand Fertilizer' advertising sign.

There is little doubt that most NSWR modellers are keenly awaiting the pending arrival of the 40 class locomotive from Punchbowl Hobbies. While most details have not been revealed we can advise that the model has an injection moulded body and is fitted to a chassis which has six axle drive, the electrical pick-up being off the leading and trailing axles on each bogie. The model will be coloured red, and the lining will be supplied as a decal set. It should be available by the time this issue is being read, but the customs dispute, which is in force as we go to press, may make us wait a little longer for this HO scale model.

The next brass model from Alco will be the model of the SAR 523. Following this will be 'Puffing Billy', the VR Na class Prairie locomotive.

As can be seen from the advertising pages, AR Kits are planning some new releases. Production is progressing on the FWH and MLE kits, while plans are in vogue for the WHX, CH and JLX louvre van. The FWH, is the long awaited wheat hopper version of the BCH, and while the basic difference between the BCH and FWH is only the lid, the BCH kit has been reworked prior to the manufacture of the top. The MLE is a flat wagon, which, with little modification, can represent many classes. It is expected that both kits will be on the market in the near future. The WHX, CH and JLX, all reasonably modern vehicles will be released at a later date.

1985 will go down as a busy year for Casula Hobbies if only half of their current projects come to fruition. The latest, and most impressive from injection mouldings, is the NSWR RUB set. The first car is a SBS, the first class air conditioned passenger car. Samples have been on display for some weeks, and very few complaints have been voiced. This kit should be available, hopefully, for the Chatswood Exhibition in mid-March. If all plans come to fruition there will be a kit for the SFS second class car, and the RS/ABS buffet car. Planned for a later release (May) is the PHS power brake van kit.

Future Arrivals

As these notes are being prepared, the Casula 81 class has not yet arrived, but is expected, and should be in the Liverpool shop before this issue gets to the printer. So, the model should be well run in by the time the magazine is printed. It is important to note that the 81 will be the first pre-painted brass diesel to be supplied to the HO scale NSWR market, so its arrival is keenly awaited.

The production of the VR X class diesels, being produced by Samhongsa for Broad Gauge Models, is running according to plan.

Trax Model Products advise that their NSWR C30 and C30T models, being produced by Samhongsa of Korea are due in the country in May.

Broad Gauge Models advise that, through Samhongsa of Korea, they will be producing the Spirit of Progress cars. As there are a number of variations, the cars will be produced over a period of time, and would be available either painted or unpainted.

Tyren Distributors have made arrangements for the production of the BK/AK bogies, which are used under the SAR 500 class cars. Builders of the Broad Gauge Bodies SAR 500 class passenger car kits will find these bogies more than useful.

Trax Model Products advise that the die for the roof of the FS/BS coach is being reworked and that the cars, in ready to run form, should be available in June. Also expected in June is the NSWR BDX open wagon, again in ready to run form. Future models from Trax include the VHO passenger brake van, but this is not expected until late this year.

Mansfield Hobbies advise that all is in hand for the production of the AD60 from Samhongsa in 1986 and that their production of the NSWR 421 class diesel should come to fruition in June this year.

Bergs Hobbies advise that their next brass model, the NSWR Z26 class, is scheduled for release in June, 1985.

A late note from Tyren Distributors is that they will be having a very limited run of the South Australian Class 75 railcar and trailers made later in the year by The Model Co. These Brill cars, also known as 'Barwell Bulls', were also in traffic in Victoria, and no doubt will be of interest to branchline modellers. The model will be in HO scale, depicting the cars when fitted with petrol engines, painted in both the original brown or green and cream (State Centenary — 1936) livery and fitted with a Sagami motor.

Footnote

At the time these notes were being added to the April 1985 issue, a major currency crisis was occurring to the Australian dollar. (See comments elsewhere.) Unfortunately, due to this crisis, and the uncertainty of the eventual value of the dollar, some of the brass locomotive projects outlined in this issue, may either be delayed, cancelled or the price to the public increased dramatically. For confirmation re the locomotive of your interest, contact your dealer or the importer direct. ■

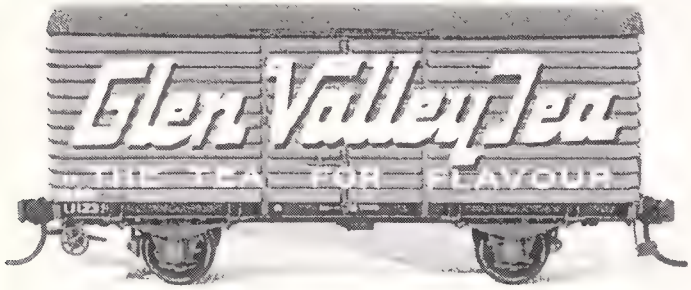
APOLOGY

Due to a lack of space some regular sections of AMRM have been held over to next issue. This includes Mailbag, Reviews, Previews and a Report on the NSWR Mini-Convention.

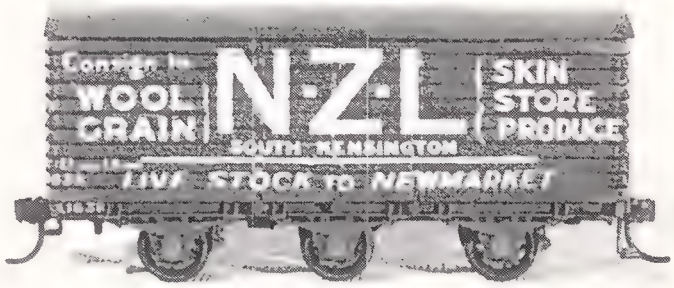
— Editor.

A Broad Gauge Bodies decal for the VR U van, McNamaras-Trenchards for U1115 is designed to be applied to a blue sided van. Full model colour details are supplied. The decal costs $2.00.

The Broad Gauge Bodies billboard decal pack for U996 is for Robinson Brothers, pump manufacturers of South Melbourne. Coded U4/C2, the lettering is white on a blue sided van, the remainder being VR red. Price for decal is $2.00.

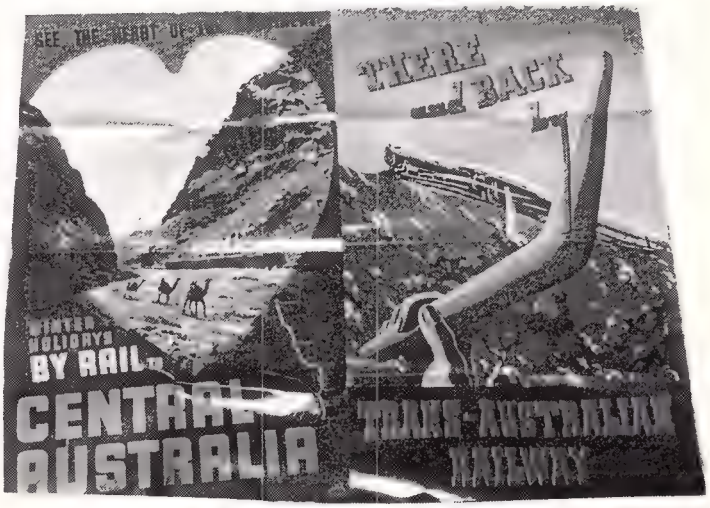


The Glen Valley Tea decal is another in the VR U Van Billboard signs from Broad Gauge Bodies. The colourful decal, black shadowed white lettering is applied to a green side, the remainder of the van being VR red. Coded U13/C3 the pack is priced at $2.80.

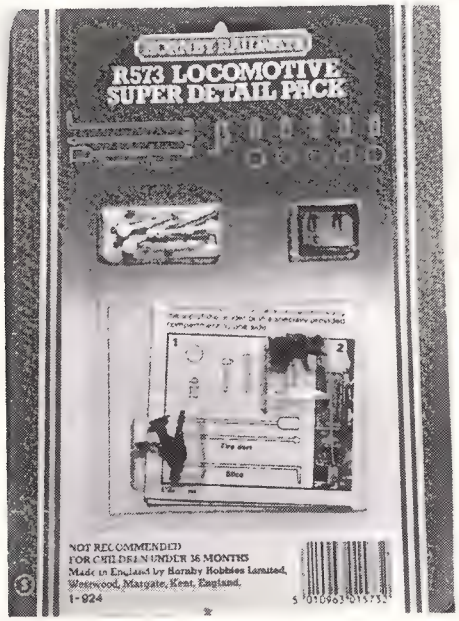


Broad Gauge Bodies decal pack, coded U5/C2 and priced at $2.00 is the NZL billboard signs for U638. The lettering is white on a blue sided van, the remainder of the van being VR red. As with all other packs in the Billboard Series, a detailed instruction leaflet is included specifying the colours for the van.

Gippsland and Northern Co-Op used VR blue sided U1215 to advertise their farming products. The lettering is white and the remainder of the van VR red on the Broad Gauge Bodies pack, coded U14/C2 and priced at $2.00.



In the olden days, well before 1960, posters were used as the prime advertising medium by the railways. Red Heart Souvenirs have a reprints of a number of those used to highlight travel into the wildernesses of Australia. Priced at $3.75.



For some time now Hornby have been incorporating a detailing set with their steam locomotive releases. The pack is now available as a separate item. Coded R573 Super Detail Pack, it includes a seated driver, fireman (shovel in hand), vacuum pipes, coaling irons, hammers, tools and handlamps. All are in the raw moulded plastic so require painting to requirements. These items would also be useful around the layout as detail.

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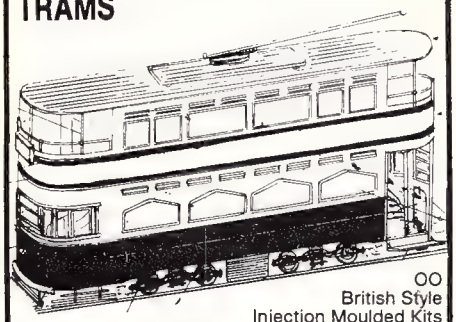

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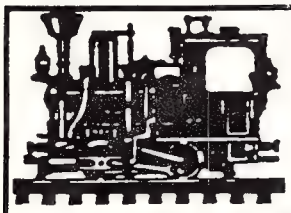

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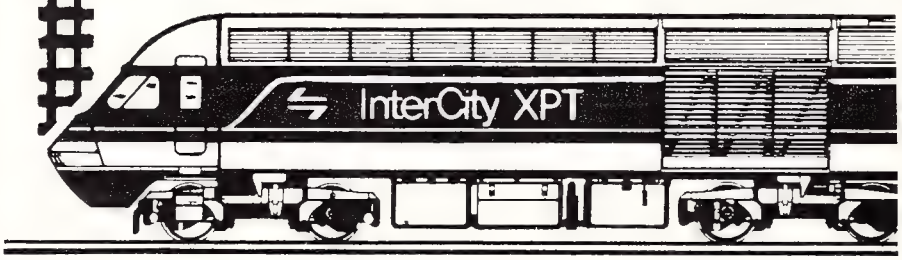

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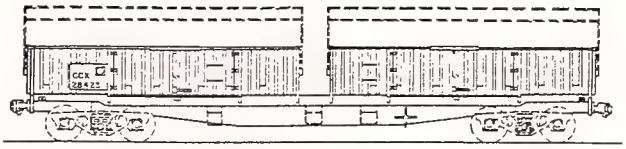

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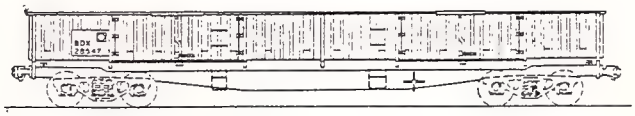

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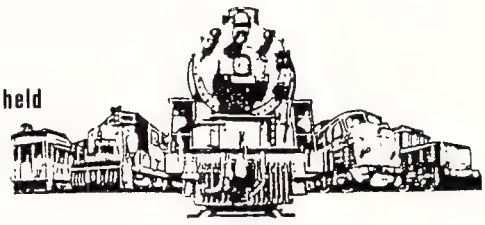

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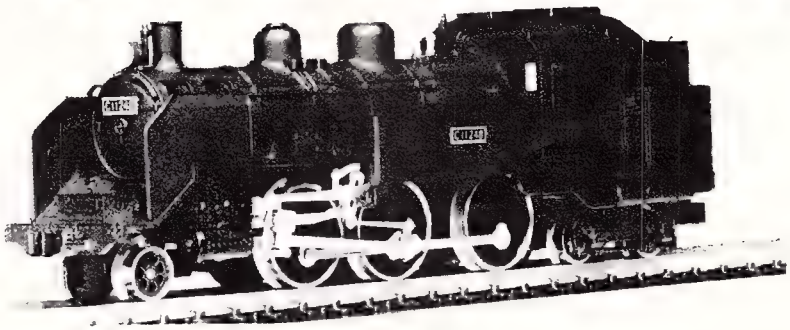

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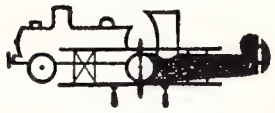

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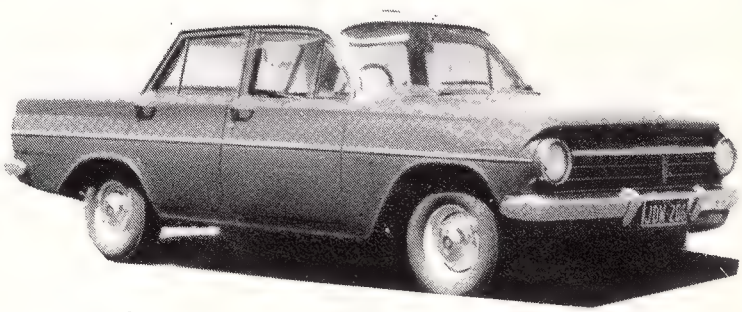

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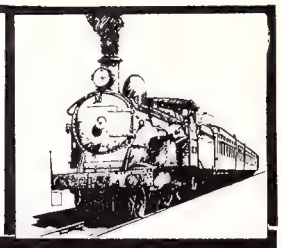

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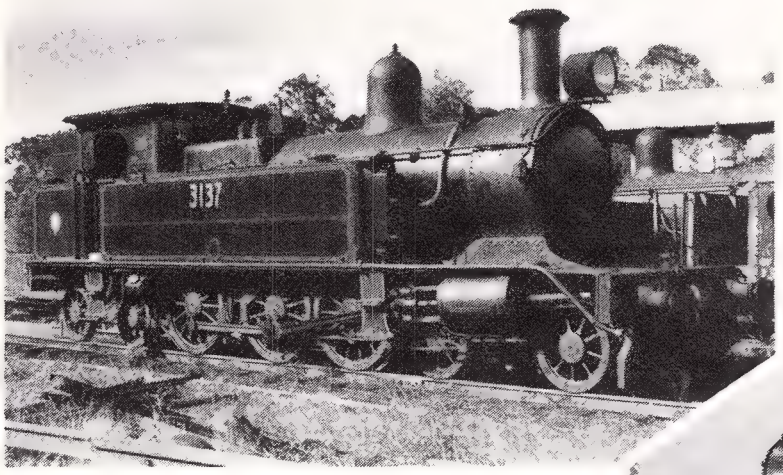

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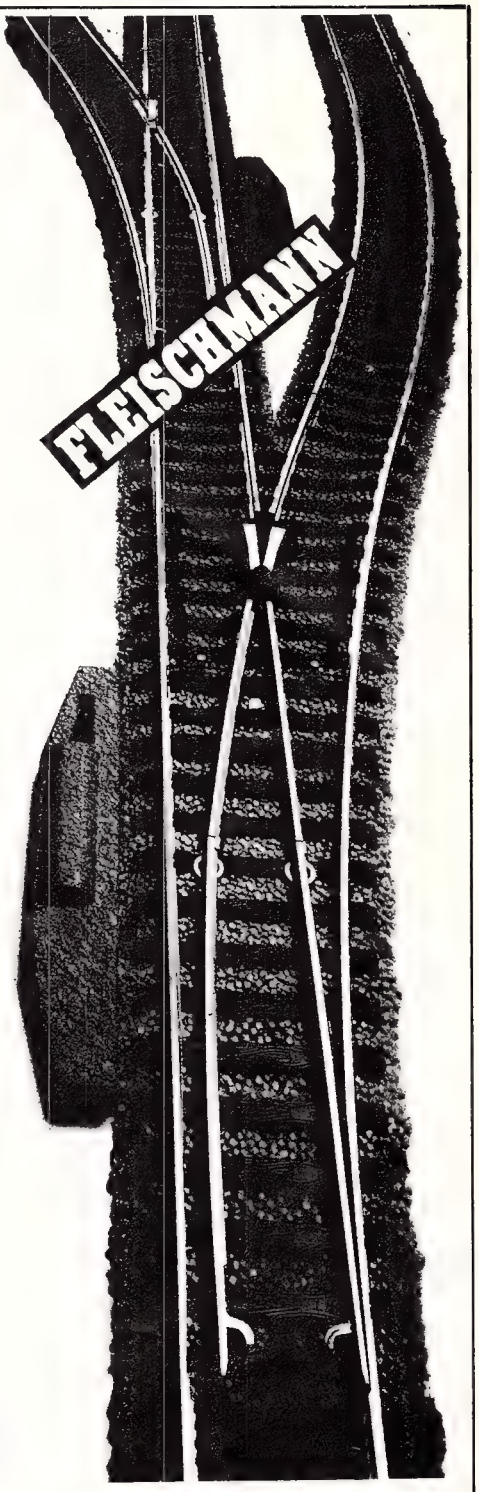

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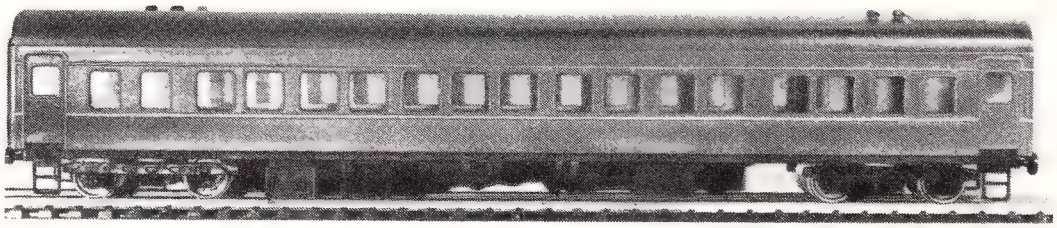
Plastic Injection Kit of N.S.W.G.R (From the RUB Set)
CODE: SBS 1st class Intermediate and Terminal Car

Kit complete with metal wheels, bogies, underbody detail



Pilot Model

INTRODUCTORY OFFER **$20.50ea.**

Next Models To Come
SFS 2nd Class Intermediate Car
RS (now ABS) Dining Car
PHS Power and Brake Van.

LAYBYE AND MAIL ORDERS BY BANKCARD TAKEN ON ALL MODELS

* * * * * * * * *

NEW! NEW! NEW!

CASULA MODEL'S

Plastic Injection Kit of P.T.C. of N.S.W. Container Flat Wagon.
CODE: OCY

Complete with metal wheels, bogies, details.

Completed Model — Containers not included.

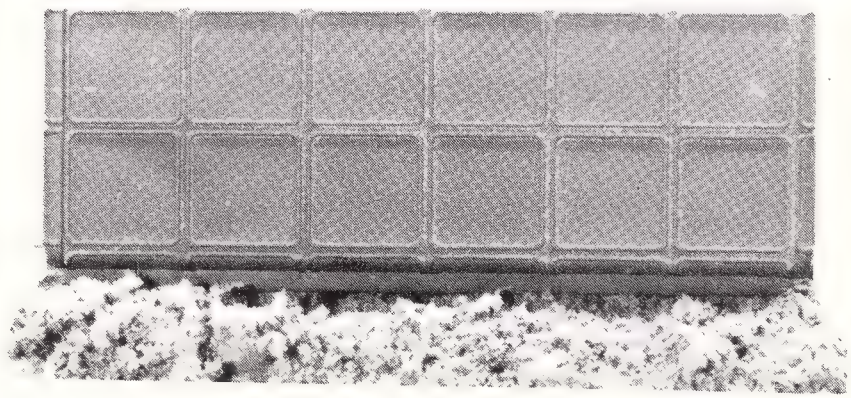
$16.50 ea.

* * * * * * * * *

NEW! NEW! NEW!

CASULA MODEL'S

Plastic Injection Kit of N.S.W.G.R. Lineside Water Tank.
NOTE WITHOUT STAND



Completed Model

$6.50 ea.

* * * * * * * * *

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A FULL RANGE OF ALL BRAND TRAINS & ACCESSORIES ARE AVAILABLE

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Still the shop for models of Australian Railways

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LIVERPOOL, 2170

TRAX BRASS
C30 tank and tender locomotives

We can now take Layby and orders for the TRAX new brass models from Samhongsa of the N.S.W.G.R. C30 tank unpainted at **$395.00** with convertible coal bunker, and the C30T tender which is available in three models:-

Superheated with six wheel tender	**$465.00**
Superheated with bogie tender	**$465.00**
Saturated with bogie tender	**$465.00**

TRAX 10 ton Cowans and Sheldon Accident Crane should be here late March, still at ea **$150.00**

Layby still taken.

TRAX ready to run FS and BS passenger cars due about late May/June at **$14.95** ea, with the BDX open wagon r.t.r. model at **$9.95** ea.

BRASS MODEL OF AUSTRALIA

NSW SRA

81 class diesel — few left	425.00
81 class diesel painted — few left	515.00
80 class diesel	350.00
80 class diesel painted	395.00
C32 class steam	465.00
C32 class steam painted	510.00
81 class diesel original or modif.	425.00
81 class diesel painted candy	515.00
Z12 Atlas eng. steam	345.00
C34 class rebuilt version	465.00
40 class diesel	325.00
43 class diesel	395.00
Z17 class steam	395.00
422 class diesel — N scale	215.00

VR

Y class (Alco)	275.00
Y class (Alco) painted	325.00
H220 Heavy Harry	517.00

Coming — S.A.R. 900 Class

We take layby and orders for all VR brass locomotives for BGM and Alco.

BRASS MODEL OF USA
BY SAMHONGSA

HO Models

EMD E8A 2250HP Southern	265.00
EMD GP18 1800HP high hood	235.00
EMD GP18 1800HP low hood	235.00

N Models

NP 4-8-4 A5 painted	345.00
NP 4-8-4 A4 painted	345.00
GE U-50-B UP painted	345.00
Alco DL-109 New Haven painted	330.00
Baldwin-Switcher DS 4-4-10	185.00
Baldwin-Switcher S12	150.00
Baldwin-Switcher VO-1000 No. 1800	150.00
Alco RSC-2 1600HP	150.00

Limited quantity only of above models left. Ring first as may be sold out by time of release of magazine.

DETAIL ASSOCIATES — **Large Range on Display**

WR 2506 0.019" brass wire	3.95
WR 2505 0.015" brass wire	3.95
WR 2503 0.010" brass wire	3.95

MAIL ORDERS

If you order by mail, we assure you, we will treat you as a valued customer. Due to advertising lead times sometimes we are temporarily out of stock of some items. If we can't despatch the items you've ordered promptly, we will back order or refund your money if you prefer.

When ordering, write to our mail order dept., address at the top of the page. Please do not send CASH through the mail. Payment by Postal Note, cheque or Bankcard — please include card number, expiry date, authorisation and signature.

POSTAGE RATES

Surface:-

N.S.W.	$2.50
Vic, Qld, S.A.	$4.00
W.A., N.T., Tas	$5.00
Air	$8.00

Add to above $3.50 for Registered Post.

ALL PRICES SHOWN ARE SUBJECT TO CHANGE WITHOUT NOTICE

CAMCO KITS

FO passenger coach	15.50
3 kits for	43.50
CW cattle van	8.00
GSV sheep van	8.00
3 asstd kits	22.50
HGM/HGX bogie open wagon	9.00
3 kits for	25.50

BROAD GAUGE MODELS

VR GY wagon kit	6.40
VR U van kit	7.40
VR UB van kit	9.80
VR T van kit	7.40
VR I wagon kit — *NEW*	6.95
VR M cattle wagon kit — *NEW*	8.55

PLASTIC DETAILING PARTS

4 wheel brake shoes (16)	2.00
Torpedo vents (36)	2.00
Styrene window strips (8)	2.00
Port hole windows Lima 42s (24)	1.00
End platform car roofs (1)	3.00
End platform handrails (1 pr)	2.00
CCH hunger boards (2)	1.20
RSH tops (2)	1.20

Plus large range on display to select from.

MAIN WEST MODELS

Silver City Comet sets — 3 car set	84.00
Comet dining car	24.00
DH parcel van	24.00
HFT guards van	24.00
500 class trailer	24.00
43 class diesel body kit	39.95
421 class diesel body kit	39.95
41 class chassis frame kit	46.50
43 class chassis frame kit	5.95
BX dogbox carriage	17.95
LFX dogbox carriage	17.95
EHO guards van	17.95
New MHO guards van ex workshop 5 kit	19.95
New VHO guards van ex workshop 5 kit	19.95
JHG guards van	19.95
42 class dress-up kit	7.95
Underbody detail kit for Lima coach	4.00
New underbody detail kit for TRAX MHG	2.50

Ex workshop 5 kits available as released

RAILS NORTH MODELS
Price Reduction Sale

KLY (louvre van)	14.00
KLV (louvre van)	14.00
HLV/HLX (NSW bogie louvre van)	14.00
MLV (NSWR 40' louvre van)	14.00
CLX (NSWR louvre van)	14.00
OCY (PTC of NSW container flat wagon)	12.60
BBW (40 ton bogie ballast hopper)	15.86
BBP (35' bogie plough van)	17.00
E (40' bogie flat wagon, timber deck)	12.50
BMF (40' bogie flat wagon with tanks)	12.50
NCX (bogie coiled steel carrier)	15.85
BPV (bogie powder van)	15.85
MB (38' bogie box car, matchboard siding	15.85
MB (38' bogie box car, masonite siding	15.85
CG (concentrate wagon)	12.60
KF (NSW four wheel flat wagon)	9.45
K (NSW wagon water gin)	15.85
ACM (NSW branch line passenger coach)	19.00
GP (NSW concentrate wagon)	12.60
Signal box (based on Grafton)	17.00
Water tank (standard tank without stand	15.85
Water tank (standard tank with stand)	18.95
Hub set (5 cars)	119.50
Hub set (7 cars)	148.50
RBH (1st class buffet car)	24.00
RFH (2nd class buffet car)	24.00
BH (1st class car)	24.00
FH (2nd class car)	24.00
HFH (2nd class terminal car with guards compartment)	24.00
PFH (2nd class terminal power car)	24.00
Station building (based on Grafton)	24.95
LHO passenger guards van	22.00
Rub set (6 cars)	142.95
SBS (1st class car)	24.00
RS (now ABS — dining car)	24.00
OFS (2nd class car)	24.00
SFS (2nd class car)	24.00
PHS (power and brake van)	24.00
RU (wheat wagon)	10.25

DESIGN WORKSHOP

EH2 Shamrock Hotel	24.00

WHITE METAL DETAILING PARTS

C38 streamlining kit	14.95
C38 boiler cowling	5.10
Boiler cone smokebox front	3.95
Trailing truck	4.95
Air pump & brackets	3.50
Rear bolster	3.15
C38 tender kit with wheels	59.95
C36 tender kit with wheels	47.50
Z19 tender kit with wheels	35.00
C30 tank loco body kit only	40.00
BDX body kit	4.95
Dummy knuckle coupling (10)	2.00
Battery boxes (3)	1.00
2AE bogies side frames (1 pr)	3.00
C36/C35/C38/D53/D55 Wampu, Turrett tender bogies	4.50
C35 tender kit with wheels	59.95
C35 Wampu tender kit with wheels	59.95
C35 standard goods Turrett tender kit & wheels	59.95
Z24 & Z25 tender kit with wheels	35.00
South Maitland Railways 10 class loco body kit	65.00
Z18 class tank loco body kit only	40.00

LIMA TRAINS

XPT power car	49.90
XPT dummy power car	28.50
XPT coaches 1st & 2nd	21.40
NSW SRA new 442 loco if available	TBA
NSW SRA 44 class loco	43.95
NSW SRA 42 class loco	43.95
NSW SRA C38 steam loco — green	79.95
NSW SRA C38 steam loco — black	77.95
NSW SRA Indian Pacific coaches	12.00
NSW SRA Overland coaches	12.00
NSW SAR TAM/MBE/MFE coaches	12.00
SA brake van 9342	8.95
VR covered wagon 2864	9.00
Aust. flat car with cont. 2865	9.00
Aust. Ampol tanker 3239	11.85
VR GY wagon 3522	6.00
VR GY 3 pack wagon	16.00
VR break down crane/flat car 9058	24.30
VR BP tanker 3626	10.50
VR ELX open wagon 9036	8.00
VR Overland car transporter 9069	10.70
SAR ELX open wagon 9037	8.00

All other LIMA locos, coaches and wagons (British/European etc.) at 10% off R.R. price for currency of magazine issue. Please ask for discount when ordering your goods or quote this advertisement.

N.S.W.R. KITS (Plastic)

LCH coal hopper	$4.95
CCH extended coal hopper	$5.35
RSH rutile hopper	$5.35
RU wheat hopper	$5.55
TRC refrigerated van	$4.95

Above kits require wheels/bogies, couplers, etc.

Australian Kits N.S.W.

S Wagon — body kit only	4.95
S Wagon — with wheels & detail parts	8.95
K Wagon — Dreadnought ends	4.95
K Wagon — Dreadnought ends, wheels and detail parts	8.95
K Wagon — Diamond ends	4.95
K Wagon — Diamond ends, wheels, detail Parts	8.95
TRC	4.95

Australian Railway Detail Accessories

AM2 Brass Tail Disc	4.95
AM1 Brass Loco Numbers	4.75
NSW 42 Class Epoxy Detail Kit	7.95

Continued on page 66.

Our range

Puffing Bill Models
Iron Horse Models
Friedmont Models
MRC Models
Weico Models
Fybren N Models
BGB Models
BGB Decals
Railcolour Spray Can $4.50
BGM Models
M&J Decals
Amri Decals
Kadees
Craftsman Paints
Craftsman Decals
Peco
Plus More

MORE MODELS from CASULA

Continued from page 65.

New Decals

CRAFTSMAN'S DECALS

'Candy Stripe'	2.25
Candy Stripe diesel numbers & logos	4.50
N.S.W. Tank car speed restriction signs, 50mph and 80kph	1.80

SILVERMAZ DECALS

001 N.S.W. 48 class diesel *Repaints for Trax Models*	1.20
002 LHO-LHY passenger brake van — Yellow	0.80
003 LHO-LHY passenger brake van — White (candy)	0.80

Included in Decal Nos 002, 003 — SHG, PHG, CHG, LHG, JHG, LUGGAGE GUARD, MFE, MCE, TAM, Plus numbers.

AMRI DECALS

NEW Candy Decal for all NSW locomotives TBA
Send S.S.A.E. for list and price.
We have all AMRI decals on display

M'nJ DECALS

Most in stock and on display.

BGB DECALS

All in stock and on display.

RTM DECALS

Passenger car yellow	0.80
Loco Nos. Steam, white — yellow — gold — silver	ea. 1.00

N.W.S.L.

470-6 Self aligning pillow block	3.90
483-6 1.5mm shaft universal couplers set	4.60
113-4 0.020" nylon thrust washer pkt 100	7.00
112-4 0.020" nylon thrust washer pkt 10	1.20
481-6 2.4mm shaft universal coupler set	3.05
480-6 ⅛" shaft universal coupler set	3.05
142-6 Idler gearbox 28-1 ratio 3mm axles	15.95
139-6 Idler gearbox 28-1 ratio ⅛" axles	10.85
143-6 Gearbox 28-1 ratio ⅛" axles	12.40
154.6 Gearbox 36-1 ratio ⅛" axles	12.40
164-6 2mm input shaft conversion	6.25
157-4 1.2mm x 3/32" brass bushing	1.56
7119-4 40" P.P. 110 tread replacement wheel set pkt 6	9.30
7120-4 42" replacement wheel set P.P. pkt 6	9.30
7140-4 42" replacement wheel set for Athearn pkt 6	10.85
7139-4 40" replacement wheel set for Athearn pkt 6	10.85

AM MODELS

AM1 HO Brass locomotive numbers	4.95
AM2 HO Brass train tail disc	4.95
AM3 HO Nickel silver locomotive numbers	4.95

NEW! By AM MODELS PAINTS NEW!

Spray Cans — N.S.W. Colours	
RC02 Tuscan Red	4.50
RC03 Indian Red	4.50
RC01 Steam Pastoral Green	4.50
Tinlets — Brush on	
RC02 Tuscan Red	1.40
RC03 Indian Red	1.40
RC01 Steam Pastoral Green	1.40

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100 Pacific Highway
WAITARA. 2077

Phone (02) 487 3188

P.O. Box 42,
HORNSBY 2077

N.S.W.G.R. 421 CLASS DIESEL LOCO in HO

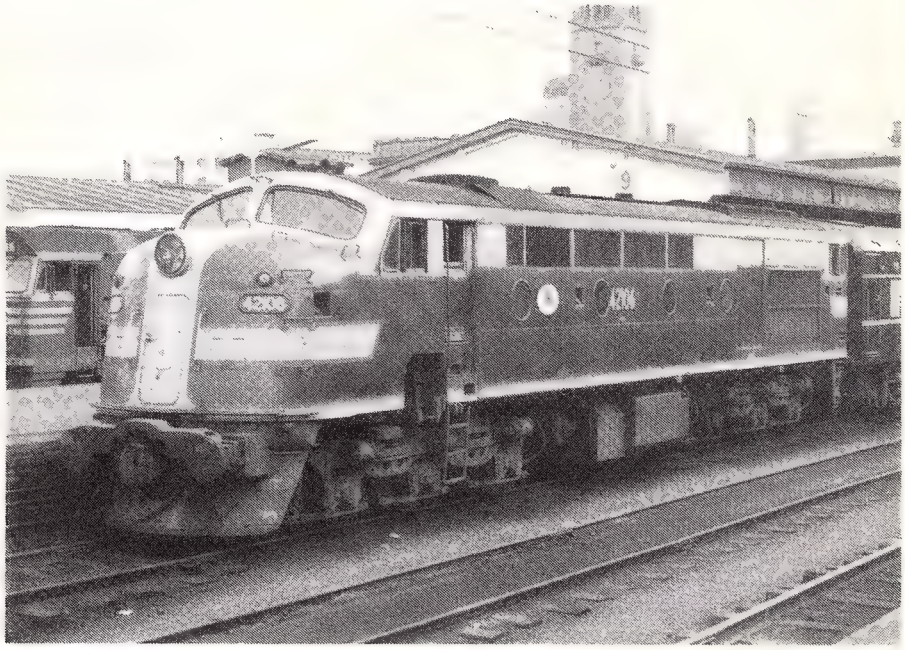

Photo by Howard Smith

Orders are now being taken for this locomotive, which is due June 1985. As usual, it will be made by Samhongsa of Korea to our exacting standards and will be another premium quality model.
The price will be **$360.00** for models fully paid by delivery date, increasing to **$395.00** after delivery. These prices will be subject to any exchange rate and sales tax increase if applicable.
Sorry, no charge cards acceptable on reduced price.

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LIMA HORNBY WRENN PECO

TRAX MERIT BUILDERS PLUS FRIEDMONT BADGER ELECTRICS SCENICS ACCESSORIES

DISCOUNT ON ALL ITEMS LAYOUTS BUILT

NEW LIMA 422 — 20% off R.R.P.

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Receipts are not sent unless an S.S.A.E. accompanies order.

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WITH OUR RANGE OF LOCOMOTIVE PRINTED FULL COLOUR T-SHIRTS
LARGE SELECTION OF DESIGNS TO CHOOSE FROM
Our regular colours are White or Cream and can also be Fawn, Yellow or Light Blue
Polyester-Cotton mixture T-Shirts
Sizes 1, 2, 4 ____ $6.00
Sizes 6 to 22 ____ $6.95

KEEP THE HEAT OFF WITH OUR POLYESTER BASEBALL STYLE HATS, AT ONLY $4.95.
One size fits all with adjustable head strap.
Hat colours are co-ordinated to Train Livery.
Australian National Corporate Logo Hats are only available in Green or Gold

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RED HEART SOUVENIRS

The Buffer Stop

Formerly McBEES

Our trading hours are now:-

Australian agents for
Dynatrol Command Control System
which is now on display in the shop.

Mon. - Thur. .. 9am to 6pm
Friday .. .. .. 9am to 9pm
Saturday .. .. 9am to 1pm

DYNATROL™ **The 1985 Walthers Catalogue** is now available.

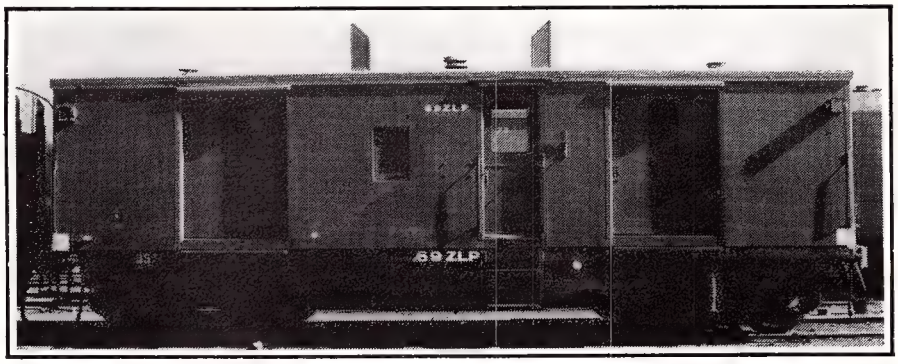
We have in stock a good range of ROCO products. We now have in stock the new Mantua Steam Locos - fitted with the Power Drive mechanisam. Available are: Hudson, Pacific and Mikado. All at $120 ea Just arrived is a new supply of WAHL Oil. The ZPL Signal Display is now on show at the shop, and ZPL components are in stock. We are currently increasing our comprehensive range of North Eastern Lumber and Evergreen Scale Models strip and sheet styrene. Available early '85 - Tyren Distributors P/L V.R. "F" Class Loco expected R.R.P. $295.00.

Over 700 pages of photos, products & reference information. Many new manufacturers.

Order your copy now. Priced at $17.50 plus postage Vic & Tas $2.50 N.S.W. & S.A. $4.25 Qld., W.A. & N.T. $4.95

We can also supply the full range of **Tempest** products.
Distributors of the beautiful **Builders In Scale Kits**
G. W. Nichols Wood Kit No. 2 is now available R.R.P. $79.50.
We also have in stock - Peco Products
• Mnj Decals • Floquil Railroad Paints and Stains • Athearn Kits & Locos • Lima • Woodland Scenics • Puffing Billy Models Kits • Broad Gauge Models Kits • Evergreen Hill Detailing Parts • Trax Locos, Sets & Kits • K & S Metal Range • North Eastern Lumber • Kadee Couplers • Detail Associates - detailing parts & kits • Roco Trackwork • Broad Gauge Bodies Kits & Decals • Shinohara Trackwork • A R Kits • Rails North Kits - And much more including tools, books, brass models etc.

We have received some North Yard wheel sets and axle bearings, and should have received another shipment by the time adv. appears.



At time of preparing this adv., we can still supply ex stock
Tyren Distributors P/L Brass V.R.
"ZPL" Van R.R.P. $97.50

Try our Mail Order Service which is available on all our ranges, both Australian & imported.

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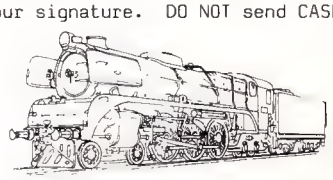

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Sun May 19th 10am — 6pm.

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CROYDON ROAD. CROYDON VIC.

5 min walk Croydon Station.

(Melway 50 K.1)

Admission

Adults	$2
Children	$1
Pensioners	$1
Family	$5

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WAITARA. 2077.

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P.O. Box 42.
Hornsby 2077

AD60 N.S.W. BEYER GARRETT

This model will be produced by Samhongsa of Korea and will have extended bunker and sound piping, as it was in later service.

It will be a fine detailed model with over 200 brass lost wax castings.

The mechanism will operate to the high standard of all other Samhongsa Models.

Expected Delivery: January, 1986.

Quantity: Because of the enthusiastic response already received from our customers, it has been necessary to increase the run up to 200 models.

Price: Models fully paid by date of delivery will be $795.00. Sorry, no charge cards acceptable on above price.

Deposit: $150.00

After delivery this price will increase to $895.00.
The above prices will be subject to any exchange rate and sales tax increase.

Limited Quantity of Brass Models in Stock

Diesels:
NSWGR 40 Class $350.00
NSWGR 43 Class $325.00

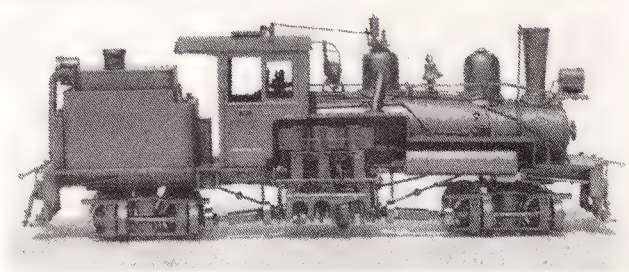
Steam:
NSWGR Z17 Class $400.00

Above prices apply from 1st February, 1985.

NOW IN STOCK . . . . . .
CADDO RIVER LUMBER Co. No.11 SHAY . . .
– IN BOTH HO & HOn3 GAUGES . . .

Logging tramways spelt severe grades and rough, uneven track, for which class of service the fascinating Shay geared locomotive was unexpected. The same holds true on the model scene as in the prototype and for loggers working in HO sale, now comes the Caddo River Lumber Co. No.11 25-ton Shay Locomotive. From 'UNITED', the home of the finest quality geared locomotives. A husky 3-cylinder Lokie, finely detailed throughout. Prototypical bevel gear drive and equalised truck frames. Model comes in both HO and HOn3 gauge versions.

* Models come with Removable Cab and Feature Full Cab Detail.
* Obtainable From Most Good Hobby Shops.
* Recommended Retail Price: $496.00, either gauge.



SOLE AGENT & IMPORTER
P.W.DUCKETT
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VICTORIAN RAILWAYS "X" CLASS DIESEL-ELECTRIC LOCOMOTIVE .....HO Scale.

EARLY SERIES

"X" Class Loco Nos. 37 – 44
As Built 1969 – 70.

LATE SERIES

"X" Class Loco Nos. 45 – 54
As Built 1975 – 76.

Both versions of this powerful mainline locomotive will be produced by Samhongsa to the excellent standard we have become accustomed to. These models will be **Factory Painted** and **Decalled** in **Vic/Rail** and **V/Line** colours in very **Limited Quantities** so secure your order now with a **$100.00** deposit. Price:- **$425.00** painted. Delivery Expected Late September 1985.

* * * * * * * * *

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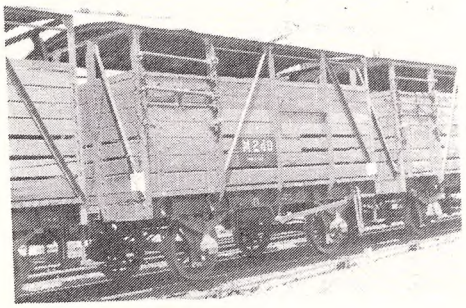

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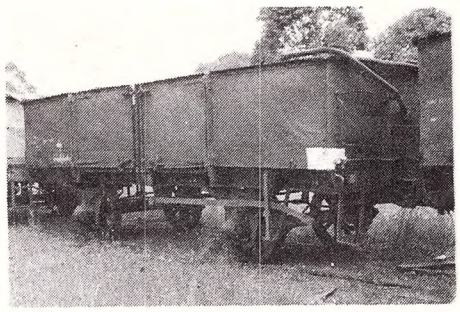

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A PAGE OF INFORMATION FOR RAILWAY MODELLERS

EXCHANGE RATES

Variations in exchange rates are making it very difficult to see far enough ahead to nominate retail prices which have some chance of permanency. We are not alone in this and all importers are in the same boat.

We have recently been able to say that prices of Rivarossi, Kalmbach, Miscellaneous Electrical Gear and Roundhouse are fairly certain for the next four or so months and that most Peco prices are likely to be unchanged in the forseeable future. The changes in exchange rates can be quite sudden and of quite large amounts which gives rise to misgivings about where Australia is going in the economic scene.

MINI-MODEL RAILWAY NEWSLETTER

Although we announced last December twelve months our intention to cease publication of "Model Railway Newsletter" - we found it necessary to have a publication of some sort for advice to our customers, and of dealers' customers. From this thought sprang a continuation of "Newsletter" but described as a "Mini-" version of it. This is now published on the 15th of most months. It contains three pages of informative material relating to model railways and the other pages are given over to current trade information and new price lists.

Copies are free of charge through dealers, but you might have to search for a source of supply which is reliable if you want it regularly.

We can get to press in a matter of days, so information is right up-to-date.

AUTUMN SALE

The Autumn Sale of discontinued lines, odments etc. will occur in April-May. Details will appear in our "Newsletter" and is nothing to get unduly excited about. We're making quite a clear out of books we've accumulated over many years from various sources, for which we have no use for reference purposes. These will be of interest to quite a number of people. There are some nice volumes and bound copies of back issues of magazines.

"SENTINEL" MODEL RAILWAY PRODUCTS

..... which are as you know made in Australia, in fact, right here in the Albury/Wodonga complex, are about to publish an 8-page booklet of their products and are to include the other Australian source lines like screws and nuts, taps and drills and polystyrene sheet. Their No. 9480 Yard Crane Kit, which is a breeze to assemble and really works is shown in an inset on this page. In answer to many enquiries an 8-wheel Baldwin tender - based on No. 1957 - is nearing completion. This will be packed separately. This tender was used on several locos as well as the NSGR Z19. We distribute the "Sentinel" lines to save a lot of mucking about.

The "Sentinel" kits are good kits, in that the metal is somewhat harder than in most white metal kits and flash is reduced to a minimum.

There are plenty of wheels around these days which are cheaper than "Sentinel" but "Sentinel" wheels are said to be still at the top of the quality ratings. One pair in ten is checked to make sure that the pin-pointed axles are true - i.e. the pin-point is still at the centre point of the axle end.

PUBLICATIONS IN AUSTRALIA

There are quite a few overseas magazines available in Australia and most of the the time there are complaints that they are running late. This is a matter that concerns Australia Post and is beyond the control of your dealer, oursélves and others. Of the Australian magazines, and we do not see them all, the one you are now reading - the "Australian Model Railway Magazine" - is one of which any country could be proud. If you do not subscribe to it, it is a pity. The "Journal" issued by the Australian Model Railway Association is now a good magazine and member ship of that Association, open to all, brings it to you for free. (Actually it is included in the membership sub.) You might consider membership of your own Association. The fee is small and the benefits are large. The Western Australian Branch of the Association also has its own magazine which is good. The Sydney N Gauge Model Railway Club has a monthly publication of some real originality. That is another association with a specialist direction. There is now an Australasian division of the National Model Railroad Association of America with a monthly "Bulletin" which is pretty good and well worth the money it costs.

Details for subsriptions to "Australian Model Railway Magazine" will be found towards the front of this issue.

Information concerning membership of the above may be obtained from:

Darryl Musgrove,
Federal Registrar,
Australian Model Railway Association,
37 Akuna Ave.,
BRADBURY. ACT 2560

The Secretary,
NMRA - Australasian Division,
P.O. Box 155,
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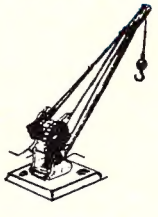

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